



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 1

Applicant: ANC 6B

Text or Map: T

Ward location(#)/Citywide(CW): 6

Element affected: CH-1.2-A

Existing text or map designation: Action CH-1.2.A: Historic Surveys. Conduct historic surveys for the portion of Stanton Park not currently in the Capitol Hill Historic District, and for the Near Northeast, Hill East, Rosedale, and Kingman Park neighborhoods. Based on the findings of those surveys and additional community input and recommendations, prepare nominations to the National Register as appropriate. Consideration should be given to extending the Capitol Hill Historic District eastward to the boundary of the 1791 L'Enfant Plan. 1509.9

Proposed amendment: The Commission recommends that the Comprehensive Plan be amended to add language calling on the city to authorize funding for both steps.

Rationale: Surveys and Guidelines: On page C 18, Actions CH 1.2.A (Historic Surveys) and CH 1.2.B (Capitol Hill Design Guidelines) speak of steps that the city is to take to develop these documents. ANC 6B notes that the city has not allocated any resources to implement these two recommendations.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is a budget-related matter and outside the scope of this Amendment Cycle. Additionally, the amendment does not correct an error, nor is it a substantive change in policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 2

Applicant: ANC 6B

Text or Map: T

Ward location(#)/Citywide(CW): 6

Element affected: CH-1.2-B

Existing text or map designation: Action CH-1.2.B: Capitol Hill Design Guidelines Develop graphic design guidelines for the Capitol Hill Historic District, illustrating appropriate architectural design features for new construction, renovation, and alterations. 1509.10

Proposed amendment: The Commission recommends that the Comprehensive Plan be amended to add language calling on the city to authorize funding for both steps.

Rationale: Surveys and Guidelines: On page C 18, Actions CH 1.2.A (Historic Surveys) and CH 1.2.B (Capitol Hill Design Guidelines) speak of steps that the city is to take to develop these documents. ANC 6B notes that the city has not allocated any resources to implement these two recommendations.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is a budget-related matter and outside the scope of this Amendment Cycle. Additionally, the amendment does not correct an error, nor is it a substantive change in policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 3

Applicant: ANC 6B

Text or Map: T

Ward location(#)/Citywide(CW): 6

Element affected: Not provided

Existing text or map designation: N/A (new policy)

Proposed amendment: ANC 6B recommends that an additional section be added that stresses the importance of the Hine redevelopment project.

Rationale: On page CH-24 and following, in discussing the Pennsylvania Avenue "Great Street" idea, the Comprehensive Plan has a series of separate sections on each of the major nodes along the avenue (Eastern Market Metro, Eastern Market, Barracks Row, and the Potomac Avenue Metro). Missing from this list is reference to the planned redevelopment of the Hine Junior High School block.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal addresses a new policy initiative, adaptive reuse of District-owned facilities. The new policy should read as follows: "New Policy CH-2.2.7: Hine Junior High School Site - Promote continued investment and redevelopment of Hine Junior High School, an important community public facility, which was closed in Summer 2008. Adaptive re-use of this facility and redevelopment of the site should complement the adjacent neighborhood."



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 4

Applicant: ANC 6B

Text or Map: T

Ward location(#)/Citywide(CW): 6

Element affected: CH

Existing text or map designation: Not provided

Proposed amendment: ANC 6B recommends that the Comprehensive Plan call for the rezoning of this block to R-4 in keeping with standard residential zoning on Capitol Hill.

Rationale: R-5-B to R-4: The block immediately south of Potomac Gardens, bounded by 12th, 13th, Eye and K Streets and intersected by Potomac Avenue, is now zoned R-5-B, permitting significantly higher density than the R-4 blocks to the east and west.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: There is no error or oversight in the 2006 Comp Plan for the site. The site is designated as moderate density residential on the Generalized Land Use Map. The existing R-5-B zone is not inconsistent with the moderate density designation. A request for a zoning change can be made through a map amendment application to the Zoning Commission.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 5

Applicant: ANC 6B

Text or Map: T

Ward location(#)/Citywide(CW): 6

Element affected: CH

Existing text or map designation: Not provided

Proposed amendment: ANC 6B recommends that the Comprehensive Plan be amended to call for the creation of an overall plan for this area and the adjacent 600 block of Pennsylvania Avenue that ties these major opportunities together in a coordinated and thoughtful way.

Rationale: Eastern Market - Barracks Row area general plan: Taken together, the combination of the revitalized Eastern Market, the burgeoning 8th Street/Barracks Row, the planning for a revitalization of the Eastern Market Metro Plaza, and the planned redevelopment of the Hine School site comprises one of the most important development discussions in the city. Yet there is no overall plan for this area.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is not a substantive change in policy. OP anticipates conducting a community charrette for the Hine Junior High School site and surrounding area once the District has made an award to a developer. OP anticipates community meetings in 2010 for the Hine Junior High School site and potentially other surrounding sites.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 6

Applicant: ANC 6B

Text or Map: T

Ward location(#)/Citywide(CW): 6

Element affected: CH-2.2-B

Existing text or map designation: Action CH-2.2.B: Eastern Market Plaza. Prepare and implement an urban design and transit improvement plan for the Eastern Market Metro station entrance, making it a more attractive "town square" and improving the plaza's ability to function as a major transfer point between Metrorail's Blue Line and connecting buses serving Southeast Washington. 1512.12

Proposed amendment: ANC 6B recommends that the Comprehensive Plan be amended to add language calling on the city to provide funding for this planning process.

Rationale: Eastern Market Plaza: On page CH- 26, Action CH 2.2.B, the Comprehensive Plan addresses the need to "prepare and implement an urban design and transit improvement plan" for Eastern Market Plaza. So far, the city has not allocated any resources to support this planning effort.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is a budget-related matter and outside the scope of this Amendment Cycle.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 7

Applicant: ANC 6B

Text or Map: M

Ward location(#)/Citywide(CW): 6

Address related information: Interstate 295 SE to the north, 9th St SE to the east, M St SE to the south and 7th St SE to the west

Element affected: CH Area Element Map

Existing text or map designation: N/A (maps)

Proposed amendment: Boundary: The boundary for Capitol Hill on the CHAE map (page CH-15) omits the two-block section of 8th Street below the freeway that has a historic district overlay. The map on page CH-21 also omits the overlay area. The Comprehensive Plan should be amended to include these two blocks within the Capitol Hill Area Element.

Rationale: This two-block area is part of the Capitol Hill Historic District and is included within the ANC 6B boundaries.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal does not correct an error. The I-395 boundary for the Capitol Hill Area Element was selected because it followed census tracts and TAZs and does not impact the existing overlay district. While the portions of Barracks Row Main Street located south of the Freeway are in the Lower Anacostia/Near Southeast area element, the Comp Plan recognizes these four blocks as part of the contiguous Main Street that extends North into the Capitol Hill area element. Any future planning and development that might occur on the blocks south of the I-395 freeway should take into consideration the historical context and development patterns of areas on 8th Street that North of the freeway to further protect and enhance the vibrancy of this Main Street.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 8

Applicant: Brookland Community Development Corporation/Lavinia Wohlfarth

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: New Policy UNE 2.8.1

Existing text or map designation: N/A new text

**Proposed amendment:** Policy UNE-2.8.1: 12th Street Main Street Corridor and Retail Core. Encourage organic, neighborhood-scale, moderate-density rehabilitation and infill development in the 12th Street Main Street Corridor, with ground floors offering active retail and service offerings focused on the needs of the Brookland and surrounding neighborhood households and institutions and with a mixture of commercial and residential uses on upper stories. Within the Retail Core portion of 12th Street Main Street, between Lawrence Street and Michigan Avenue, extend this mixed use district from 12th Street west to the Brookland/CUA Metro Station Area to integrate the activity centers and promote synergies benefiting both areas and enabling 12th Street businesses to expand and compete, thus helping insure viability and continuation of their important neighborhood service function. Special care should be taken to protect the low-density character of the neighborhoods east of 12th Street and south of Lawrence Street.

**Rationale:** The 2006 Comprehensive Plan suggests neighborhood conservation treatment for the area between 12th Street's commercial corridor and the Brookland/CUA Metro Station Area. It provides very little in the way of policy guidance for 12th Street. As such, it perpetuates an outmoded and misinformed land use pattern and related policies that are certain to continue to frustrate revitalization for 12th Street, while at the same time promoting development in the Brookland/CUA Metro Station Area that will be have a significant competitive advantage for capturing demand for good and services. The result will be continuation of business failures on 12th Street to the detriment of providing for variety of goods and service to meet community needs. By promoting a connecting moderate-density mixed use sector, both areas will benefit from synergies and increased market demand. Further, the moderate increase is supported by and reinforcing of transit-oriented development policy. The entire Retail Core portion of 12th Street Main Street is within the Metro impact area -- within or less that a block outside of a 1/4 mile radius from the station.

**Recommendation:** The Amendment Proposal is NOT recommended for Council approval

**Justification:** The amendment proposal is not a substantive change in policy and was addressed in the Brookland/CUA Metro Station Small Area Plan, approved by Council in March 2009.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 9

Applicant: Brookland Community Development Corporation/Lavinia Wohlfarth

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: New Policy UNE 2.8.2

Existing text or map designation: N/A new text

**Proposed amendment:** Policy UNE-2.8.2: 12th Street Main Street's Traditional Character. Within the 12th Street Main Street Corridor and Retail Core, promptly update and complete surveys of properties to identify buildings and clusters of buildings that are emblematic of the special historic character of the neighborhood. Adopt a Transferable Development Rights (TDR) regime as a matter-of-right zoning permission to encourage owners to preserve contributing properties by allowing them to sell excess development rights to owners of other infill and redevelopment sites in the 12th Street Main Street Corridor and Retail Core and Brookland/CUA Metro Station Area. Use of transferred density on receiving sites should be permitted as a matter-of-right in keeping with the density and height guidelines established in the Zoning Code for planned unit developments and such other design and setback standards the Zoning Commission deems appropriate when establishing the receiving zones. The State Historic Preservation Office will work with owners of contributing properties to encourage preservation by facilitating review and assisting owners to secure available federal and local tax and other preservation incentives.

**Rationale:** The 2006 Comprehensive Plan suggests neighborhood conservation treatment for the area between 12th Street's commercial corridor and the Brookland/CUA Metro Station Area. It provides very little in the way of policy guidance for 12th Street. As such, it perpetuates an outmoded and misinformed land use pattern and related policies that are certain to continue to frustrate revitalization for 12th Street, while at the same time promoting development in the Brookland/CUA Metro Station Area that will be have a significant competitive advantage for capturing demand for good and services. The result will be continuation of business failures on 12th Street to the detriment of providing for variety of goods and service to meet community needs. By promoting a connecting moderate-density mixed use sector, both areas will benefit from synergies and increased market demand. Further, the moderate increase is supported by and reinforcing of transit-oriented development policy. The entire Retail Core portion of 12th Street Main Street is within the Metro impact area -- within or less that a block outside of a 1/4 mile radius from the station.

**Recommendation:** The Amendment Proposal is NOT recommended for Council approval

**Justification:** The new policy in the amendment proposal is too detailed for the scope of the Comp Plan. Additionally, the issues were addressed in the Brookland/CUA Metro Station Small Area Plan, approved by Council in March 2009.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 10

Applicant: Brookland Community Development Corporation/Lavinia Wohlfarth

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: UNE 2.6.1

Existing text or map designation: Policy UNE-2.6.1: Brookland/CUA Metro Station Area. Encourage moderate-density mixed use development on vacant and underutilized property in the vicinity of the Brookland/CUA Metro station, including the parking lot east of the station. Special care should be taken to protect the existing low-scale residential uses along and east of 10th Street NE, retain the number of bus bays at the station, and develop strategies to deal with overflow parking and cut-through traffic in the station vicinity. 2416.3

Proposed amendment: Policy UNE-2.6.1: Brookland/CUA Metro Station Area (2416.3): Delete second sentence and substitute with: "[s]pecial care should be taken to mitigate Metro-related auto and bus traffic on the surrounding neighborhood, retain the number of bus bays at the station, and develop strategies to deal with overflow parking and cut-through traffic in the station vicinity."

Rationale: The 2006 Comprehensive Plan suggests neighborhood conservation treatment for the area between 12th Street's commercial corridor and the Brookland/CUA Metro Station Area. It provides very little in the way of policy guidance for 12th Street. As such, it perpetuates an outmoded and misinformed land use pattern and related policies that are certain to continue to frustrate revitalization for 12th Street, while at the same time promoting development in the Brookland/CUA Metro Station Area that will be have a significant competitive advantage for capturing demand for good and services. The result will be continuation of business failures on 12th Street to the detriment of providing for variety of goods and service to meet community needs. By promoting a connecting moderate-density mixed use sector, both areas will benefit from synergies and increased market demand. Further, the moderate increase is supported by and reinforcing of transit-oriented development policy. The entire Retail Core portion of 12th Street Main Street is within the Metro impact area -- within or less that a block outside of a 1/4 mile radius from the station.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The Brookland/CUA Metro Station Small Area Plan was approved by Council in March 2009. The protection of lower density neighborhoods was a key issue in the small area plan and should remain in the existing Comp Plan policy statement.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 11

Applicant: Brookland Community Development Corporation/Lavinia Wohlfarth

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: UNE 2.6.2

Existing text or map designation: Policy UNE-2.6.2: Pedestrian Access. Improve pedestrian safety and access to the Brookland Metro station, particularly eastward along Monroe Street (linking to the 12th Street NE shopping area) and Michigan Avenue (linking to Catholic University). 2416.4

Proposed amendment: Policy UNE-2.6.2: Pedestrian Access. Delete and substitute with: "[i]mprove pedestrian safety and access to the Brookland/CUA Metro Station by linking west and east Brookland along Monroe and Michigan Avenue and particularly by encouraging access between the 12th Street Main Street Retail Core and the surrounding neighborhoods by promoting active and well designed streetscapes along the named cross streets east of the Metro Station Area."

Rationale: The 2006 Comprehensive Plan suggests neighborhood conservation treatment for the area between 12th Street's commercial corridor and the Brookland/CUA Metro Station Area. It provides very little in the way of policy guidance for 12th Street. As such, it perpetuates an outmoded and misinformed land use pattern and related policies that are certain to continue to frustrate revitalization for 12th Street, while at the same time promoting development in the Brookland/CUA Metro Station Area that will be have a significant competitive advantage for capturing demand for good and services. The result will be continuation of business failures on 12th Street to the detriment of providing for variety of goods and service to meet community needs. By promoting a connecting moderate-density mixed use sector, both areas will benefit from synergies and increased market demand. Further, the moderate increase is supported by and reinforcing of transit-oriented development policy. The entire Retail Core portion of 12th Street Main Street is within the Metro impact area -- within or less that a block outside of a 1/4 mile radius from the station.

Recommendation: The amendment proposal is recommended for Council approval with modifications

Justification: The amendment proposal should be modified to reflect the language of the Brookland/CUA Metro Station Small Area Plan, approved by Council in March 2009. After the existing text of Policy UNE-2.6.2, add the following text: "Improving pedestrian connectivity between the Metro station, neighborhood destinations and residential areas can be achieved through improving streetscapes, safety and by re-establishing the fabric and grid of streets and blocks wherever possible."



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 12

Applicant: Brookland Community Development Corporation/Lavinia Wohlfarth

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: New Policy UNE 2.8.3

Existing text or map designation: N/A new policy

Proposed amendment: New Policy UNE-2.8.3: Pedestrian and Bicycle Access. Enhance safe and convenient access to, through and between the 12th Street Main Street Retail Core and the Brookland/CUA Metro Station Area by encouraging pedestrian and bicycle use of named streets in the retail core. Grade levels should include a balance of active, extended hour uses and entryways and store fronts that enliven the streetscape. Invest in public space improvements that present a safe and attractive environment to complement recent improvements along 12th Street.

Rationale: The 2006 Comprehensive Plan suggests neighborhood conservation treatment for the area between 12th Street's commercial corridor and the Brookland/CUA Metro Station Area. It provides very little in the way of policy guidance for 12th Street. As such, it perpetuates an outmoded and misinformed land use pattern and related policies that are certain to continue to frustrate revitalization for 12th Street, while at the same time promoting development in the Brookland/CUA Metro Station Area that will be have a significant competitive advantage for capturing demand for good and services. The result will be continuation of business failures on 12th Street to the detriment of providing for variety of goods and service to meet community needs. By promoting a connecting moderate-density mixed use sector, both areas will benefit from synergies and increased market demand. Further, the moderate increase is supported by and reinforcing of transit-oriented development policy. The entire Retail Core portion of 12th Street Main Street is within the Metro impact area -- within or less that a block outside of a 1/4 mile radius from the station.

Recommendation: The amendment proposal is recommended for Council approval with modifications

Justification: The amendment proposal should be modified to reflect the language of the Brookland/CUA Metro Station Small Area Plan, approved by Council in March 2009. Change the text of the amendment proposal to read, "Bicycle Access and Connectivity: Enhance safe and convenient access to, through, and between the Metropolitan Branch Trail, Brookland/CUA Metro Station area, 12th Street, and other neighborhood destinations through improved facilities, signage and on-street infrastructure."



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 13

Applicant: Brookland Community Development Corporation/Lavinia Wohlfarth

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: New Action UNE 2.6.B

Existing text or map designation: N/A (new action)

Proposed amendment: Proposed New Action: Action UNE-2.6.B: Right-sized Off-street Parking. Formulate a strategy for providing new off-street parking spaces in numbers and locations that reflect both the transit and pedestrian orientation and the need for more parking to serve area businesses and residents and prevent spillover into the surrounding low-density neighborhoods. Provide incentives to owners undertaking renovation of existing buildings and new infill construction to incorporate right-sized and shared-use parking within projects and to minimize creation of surface lots and structures that interrupt the desired quality and continuity of the streetscape.

Rationale: The 2006 Comprehensive Plan suggests neighborhood conservation treatment for the area between 12th Street's commercial corridor and the Brookland/CUA Metro Station Area. It provides very little in the way of policy guidance for 12th Street. As such, it perpetuates an outmoded and misinformed land use pattern and related policies that are certain to continue to frustrate revitalization for 12th Street, while at the same time promoting development in the Brookland/CUA Metro Station Area that will have a significant competitive advantage for capturing demand for goods and services. The result will be continuation of business failures on 12th Street to the detriment of providing for variety of goods and service to meet community needs. By promoting a connecting moderate-density mixed use sector, both areas will benefit from synergies and increased market demand. Further, the moderate increase is supported by and reinforcing of transit-oriented development policy. The entire Retail Core portion of 12th Street Main Street is within the Metro impact area -- within or less than a block outside of a 1/4 mile radius from the station.

Recommendation: The amendment proposal is recommended for Council approval with modifications

Justification: The amendment proposal should be modified to reflect the language of the Brookland/CUA Metro Station Small Area Plan, approved by Council in March 2009. The amendment proposal should be changed from a new policy to a new action. The text should be modified to read as, "Develop a strategy for shared parking and implementation of car sharing programs in new development so that it addresses the transit and pedestrian orientation and the need for more parking to serve area businesses and residents and prevent spillover into the surrounding low density neighborhoods." DDOT, OP and DMPED are responsible for implementing/monitoring the new action item.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 14

Applicant: Brookland Community Development Corporation/Lavinia Wohlfarth

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: UNE-2.6

Existing text or map designation: The Office of Planning is scheduled to conduct a comprehensive study of the area surrounding the Metro station during 2006 and 2007, including an assessment of land use and zoning, the retail environment, transit/traffic safety, urban design, cultural tourism, and heritage development. The goal of the study is to guide future development in the station vicinity in a manner that respects the low density scale of the nearby residential area (particularly the area along 10th St NE and east of 10th Street NE), mitigates parking and traffic impacts, and improves connections to nearby institutions and shopping areas. 2416.2

Proposed amendment: Second paragraph of introductory statements (2416.2): Delete existing text of this paragraph.

Rationale: The proposed changes and additions will clarify official public policy for land use, economic development, historic preservation and transportation policies in this sector and in support of revitalizing 12th Street, which, in turn, establishes a basis for affected agencies and commissions to conform their regulatory and investment powers and resources to accomplish the adopted policy. Those actions will assist the affected community to press for action if agencies delay conforming regulations and fail to undertake the investments needed to make it happen. Further, such actions will establish the regulatory environment to enable existing businesses and owners to make and leverage private investments.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal updates the existing policy statement to conduct the Brookland/CUA Metro Station small area plan. Since the small area plan was completed and approved by Council in March 2009, it is not necessary to update the existing language. However, the plan completion has been noted in the quarterly Comp Plan Action Item updates that are conducted by OP.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 15

Applicant: Brookland Community Development Corporation/Lavinia Wohlfarth

Text or Map: M

Ward location(#)/Citywide(CW): 5

Address related information: 12th St NE main street corridor between Michigan and Rhode Island Aves NE

Element affected: UNE

Existing text or map designation: Low Density Residential

Proposed amendment: Change Land Use designation to moderate density residential and commercial

Rationale: Not provided

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is not consistent with the Low Density Mixed Use land use designation included in the Brookland/CUA Metro Station Small Area Plan, approved by Council in March 2009.

Tracking Number: 16

Applicant: Brookland Community Development Corporation/Lavinia Wohlfarth

Text or Map: M

Ward location(#)/Citywide(CW): 5

Address related information: 12th St NE main street corridor between Michigan and Rhode Island Aves NE

Element affected: UNE

Existing text or map designation: Neighborhood Conservation

Proposed amendment: Change portion of the Retail Core from neighborhood conservation to a mixed land use change and neighborhood service center designation

Rationale: Not provided

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is not consistent with the Brookland/CUA Metro Station Small Area Plan, approved by Council in March 2009. The existing Generalized Policy Map designation for the subject site is Neighborhood Conservation Area and is not inconsistent with the land uses.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 17

Applicant: Brookland Community Development Corporation/Lavinia Wohlfarth

Text or Map: M

Ward location(#)/Citywide(CW): 5

Address related information: Retail core facing 12th St NE between Michigan and Rhode Island Avenues NE

Element affected: UNE

Existing text or map designation: Neighborhood Conservation

Proposed amendment: Extend the 12th Street Main Street designation to cover the entire 12th Street corridor between Michigan and Rhode Island Avenues, NE

Rationale: Not provided

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal extends the Policy Map "Main Street Mixed Use Corridor" designation for 12th Street to Michigan Avenue. The amendment proposal corrects the Policy Map and is not inconsistent with the mixed use designation along 12th Street to Michigan Avenue.

Tracking Number: 18

Applicant: Brookland Community Development Corporation/Lavinia Wohlfarth

Text or Map: M

Ward location(#)/Citywide(CW): 5

Address related information: A portion of the retail core between Lawrence, 10th, Michigan Ave NE and 12th St NE.

Element affected: UNE

Existing text or map designation: Low Density Residential and Commercial

Proposed amendment: Change Land Use designation to moderate density residential and commercial

Rationale: Not provided

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is not consistent with the land use designation included in the Brookland/CUA Metro Station Small Area Plan, approved by Council in March 2009. The small area plan does not change the existing land use designation: low density mixed use along 12th Street, and low density residential between 10th St. and 12th St.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 19

Applicant: Citizens Planning Coalition

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Land Use LU-3.1.A

Existing text or map designation: Action LU-3.1.A: Industrial Zoning Use Changes. Provide a new zoning framework for industrial land, including: prohibiting high impact "heavy" industries in the C-M zones to reduce the possibility of land use conflicts; prohibiting certain civic uses that detract from the industrial character of C-M areas and that could ultimately interfere with business operations. Requiring special exceptions for potentially incompatible large retail uses in the C-M zone to provide more control over such uses without reducing height and bulk standards. Limiting non-industrial uses in the M zone to avoid encroachment by uses which could impair existing industrial and public works activities (such as trash transfer). Creating an industrial park district with use and bulk regulations that reflect prevailing activities and creating a Mixed Use district where residential, commercial, and lesser-impact PDR uses are permitted, thereby accommodating livework space, artisans and studios, and more intensive commercial uses. Once these changes have been made, pursue the rezoning of selected sites in a manner consistent with the policies of the Comprehensive Plan. The zoning changes should continue to provide the flexibility to shift the mix of uses within historically industrial areas and should not diminish the economic viability of existing industrial activities or the other compatible activities that now occur in PDR areas. 314.17

Proposed amendment: Add words between brackets – Limiting non-industrial uses in the [CM and ] M zone to avoid encroachment by uses which could impair existing industrial and public works activities (such...

Rationale: According to page 3-6, 1% of the city's land is zoned for industrial use. Land use by industrial users is guided strictly by business considerations. Industrial businesses cannot efficaciously use non-economic considerations to make decisions about buying and leasing property and managing their business. This is not the case for nonindustrial users, who have different criteria. But nonindustrial users allowed to locate their businesses-establishments in industrial zones are not guided by the same economic and business model constraints which must be exercised by industrial users. Schools and churches in particular continue to convert CM land into non industrial use, displacing industrial businesses to the suburbs, adding to the traffic burden, and making it harder to serve DC residents and businesses. By extending land use protections to CM zones, this conflict can be reduced and avoided.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment is not a substantive change in policy, nor does it correct an error. The CM zone already limits non-industrial uses. This issue is also being addressed through the ongoing Zoning Review process.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 20

Applicant: Citizens Planning Coalition

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: New

Existing text or map designation: N/A (new policy)

Proposed amendment: Create a new citywide element on Civic Engagement and Empowerment

Rationale: Creating a civic engagement element would put the citizen at the heart of agency, land use, and citywide planning in the District of Columbia, and would recognize the importance of empowered participation and strengthening democracy....Too often citizens are seen as customers, not the "owners" of the democratic process. This needs to be rectified.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is outside the scope of this Amendment cycle. The amendment is not a substantive change in policy. Civic engagement is already a major element of all planning initiatives, through the Small Area Plan process as well as other major planning initiatives.

Tracking Number: 21

Applicant: Citizens Planning Coalition

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: LU-1.3

Existing text or map designation:



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Policy LU-1.3.1: Station Areas as Neighborhood Centers. Encourage the development of Metro stations as anchors for economic and civic development in locations that currently lack adequate neighborhood shopping opportunities and employment. The establishment and growth of mixed use centers at Metrorail stations should be supported as a way to reduce automobile congestion, improve air quality, increase jobs, provide a range of retail goods and services, reduce reliance on the automobile, enhance neighborhood stability, create a stronger sense of place, provide civic gathering places, and capitalize on the development and public transportation opportunities which the stations provide. This policy should not be interpreted to outweigh other land use policies which call for neighborhood conservation. Each Metro station area is unique and must be treated as such in planning and development decisions. The Future Land Use Map expresses the desired intensity and mix of uses around each station, and the Area Elements (and in some cases Small Area Plans) provide more detailed direction for each station area. 306.10 Action LU-1.3.A: Station Area and Corridor Planning Conduct detailed station area and corridor plans prior to the creation of TOD overlays in an effort to avoid potential conflicts between TOD and neighborhood conservation goals. These plans should be prepared collaboratively with WMATA and local communities and should include detailed surveys of parcel characteristics (including lot depths and widths), existing land uses, structures, street widths, the potential for buffering, and possible development impacts on surrounding areas. Plans should also address joint public-private development opportunities, urban design improvements, traffic and parking management strategies, integrated bus service and required service facilities, capital improvements, and recommended land use and zoning changes. 306.18

**Proposed amendment:**

Policy LU-1.3.1: Linking Land Use and Transportation Planning: Land use planning practices shall be revised, by evaluating transportation demand and transportation supply for all locations within the District of Columbia, and in turn directing uses to the locations where transportation demand and transportation supply are in equilibrium. This should be supported as a way to reduce automobile congestion, improve air quality, reduce reliance on the automobile, enhance neighborhood stability, create a stronger sense of place, provide civic gathering places, and capitalize on extant and future transportation infrastructure, particularly transit. The Future "Integrated Transportation Supply and Land Use Transportation Demand Map" expresses transportation demand and supply can be directed towards equilibrium. Action LU-1.3.A: Adopting and Implementing ABC Land Use and Transportation Planning: Conflicts between urban development, uses, and transportation demand management shall be addressed under the umbrella of a planning policy known as "The Right Use in the Right Place". This policy is designed to bring about optimal choices concerning the environmental impacts of travel, in particular private car use. All uses will be rated for the amount of transportation demand typically generated. All locations will be rated for their ability to meet transportation demand, with the objective of significantly reducing the number of automobile trips. A localities are places with excellent public transport, poor automobile accessibility, and limited parking capacity. These localities are typically suitable for offices with a large number of employees and many visitors. B localities are places with a good public transport as well as good car accessibility. These locations are characteristically chosen for offices and institutions with a large number of employees which depend partly on car journeys for professional reasons. C localities are places with poor public transport and excellent car accessibility. In particular, such sites are suitable for car-dependent companies like hauliers, couriers or other industries. Rather than broad matter of right uses as exists in the current planning and zoning system, uses will be directed to where transportation demand is best met with extant supply, rather than allowing for placement in any location in a zone without any regard for the ability to meet transportation demand, other than a requirement for parking. Policies shall be oriented to meeting transportation demand with transit, to the fullest extent possible.

**Rationale:**

The entire LU-1.3 section needs to be written, and a method added to the section for rating transportation supply and use-dependent transportation demand. This section of the land use element is overly focused on "Transit-Oriented and Corridor Development" rather than broader linkage of land use and transportation planning practices. By rewriting the entire section to be more broad rather than specifically directed to "transit oriented development" the relationship between land use and transportation planning can be significantly coupled in ways that would be path breaking in North America.

**Recommendation:**

The Amendment Proposal is NOT recommended for Council approval

**Justification:**

During the initial screening process, OP determined the amendment proposal was not appropriate because it is already addressed in T.1 "Coordinating Land Use and Transportation."



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number:

Applicant:

Text or Map:

Ward location(#)/Citywide(CW):

Element affected:

Existing text or map designation:

Proposed amendment:

Rationale:

Recommendation:

Justification:



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 23

Applicant: Citizens Planning Coalition

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Economic Development ED-2.3

Existing text or map designation: N/A (new policy)

Proposed amendment: Recommend the creation of two new citywide elements and the modification of a third citywide element. Add element on Tourism Development and Management. Acknowledge the Tourism Economy as currently laid out in the Economic Development Element as ED-2.3 The Tourism and Hospitality Economy 709. But extract it and create a more detailed separate element, comparable to how the Visitor Element has been created as part of the Federal Elements.

Rationale: Tourism is a significant driver of the local economy. It can also be far better leveraged to strengthen amenities and attractions in the neighborhoods. By linking tourism tax revenue streams (and providing more public input and oversight into the utilization of these revenue streams) to cultural and entertainment asset development, harvesting, management and operations neighborhoods can be strengthened while simultaneously improving the ability of DC to capture visitors and remain competitive within the regional tourism landscape and multiple competitive venues.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is beyond the scope of this amendment cycle. Significant changes in the organization of Elements and policies are more appropriate for consideration in the next major update/revision of the Comp Plan.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 24

Applicant: Citizens Planning Coalition

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Transportation T-3.1.1:

Existing text or map designation: Policy T-3.1.1: Transportation Demand Management (TDM). Programs Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system. 414.8

Proposed amendment: Substitute this wording for Policy T-3.1.1: Transportation Demand Management (TDM). Require transportation demand management planning for neighborhoods, districts, institutions, commercial businesses of a certain size and/or type, and multiunit residential buildings, in order to provide more travel choices and reduce the relative proportion of single-occupant-vehicle traffic and to induce travel shifts to other modes including transit, carpooling, walking and bicycling, and through innovative car and bicycle sharing systems.

Rationale: Require transportation demand management planning for neighborhoods, districts, institutions, commercial businesses of a certain size and/or type, and multiunit residential buildings. It is unclear if the language in Policy T-3.1.1: makes this a requirement. A change in the text of the Policy will eliminate the current confusion.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal does not correct an error. The current policy provides sufficient guidance to reduce the number of car trips and miles driven to increase the efficiency of the transportation system. Currently, the District does not "require" TDM planning on a neighborhood or district scale. The amendment proposal does not provide information on how this could be achieved. This idea could be discussed/studied by DDOT in conjunction with the Transportation Vision Plan. OP supports the implementation of TDM and will work closely with DDOT to help guide this important policy to realization.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 25

Applicant: Citizens Planning Coalition

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: N/A

Existing text or map designation: N/A (broad suggestion for structure of Comp Plan)

**Proposed amendment:** The Comprehensive Plan should be reorganized into four sections. The first section should be considered the framework and leading or guiding elements. These elements should be considered the primary elements of the Comprehensive plan, with the citywide elements being subsidiary to them. We propose the guiding elements be the Framework, Urban Design, Transportation, and Economic Development--in that order. The remainder of the Citywide Elements as in the current plan would constitute that section, as would the Area Elements remain intact. The fourth section of elements that should be added are what could be termed "Asset, Finance and Agency Management Elements." These should include a public assets and capital improvements element, a public finance element, and elements for each government agency.

**Rationale:** The Comprehensive Plan is the closest document the city has to a business plan....With the 2006 revision, the document has been repositioned even stronger towards focusing on ensuring quality realization of various planning and community objectives. Increasingly, organizational behavior and management research has come to the conclusion that quality outcomes result from robust processes. With Home Rule, the city management structure is "only" 30 years old and it is clear from the standpoint of citizen advocates involved in planning and land use decision making processes, that the planning and management structure remains a work in progress.... The proposal for creating "leading" elements will be discussed further in a separate submittal.

**Recommendation:** The Amendment Proposal is NOT recommended for Council approval

**Justification:** During the initial screening process, OP determined that the amendment proposal was not appropriate because it is beyond the scope of this Amendment cycle. The amendment proposal is more appropriate for consideration in the next major update/revision of the Comp Plan. The amendment proposal also changes the Home Rule directives on what the Comp Plan is supposed to achieve.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 26

Applicant: Citizens Planning Coalition

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: N/A

Existing text or map designation: N/A (broad suggestion for structure of Comp Plan)

Proposed amendment: Separating from the Citywide Elements a section of elements to serve as the Guiding Elements of the Comprehensive Plan. The remaining Citywide and Area Elements can be thought of as derivative, based on the Guiding (or leading) Elements. The Framework, Urban Design, Transportation, and Economic Development elements be designated the Guiding Elements

Rationale: An undifferentiated mass of citywide elements means that the most important considerations are often swept aside in favor of the most defined aspects of DC building, planning, and zoning regulations. Zoning laws are the most defined. Therefore zoning laws and regulations end up defining the city.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is beyond the scope of this Amendment cycle. Significant changes in the organization of Elements are more appropriate for consideration in the next major update/revision of the Comp Plan. Additionally, the current structure of the Comp Plan already responds to the amendment proposal; the key Elements (i.e., Land Use and Transportation) are in the first part of the document.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 27

Applicant: DCRA

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: AC-2.1.3

Existing text or map designation: Policy AC-2.1.3: Reuse of Vacant and/or Underutilized Buildings. Support the temporary reuse of vacant and/or underutilized storefronts and other non-residential buildings for arts exhibition. 1406.5

Proposed amendment: The Department of Consumer and Regulatory Affairs will work with the Office of Planning to ensure temporary use of lots and buildings, for arts culture or retail uses, conform to all building and zoning regulations for the protection of public health and safety.

Rationale: The Plan does not presently address the issue of the coordination between temporary uses and zoning and building regulations.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is an agency operational matter.

Tracking Number: 28

Applicant: DCRA

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: LU 1-1

Existing text or map designation: N/A (new)

Proposed amendment: The Department of Consumer and Regulatory Affairs and the Offices of Attorney General and Planning will develop regulations to ensure consistency between the 1910 Height Act and the District's Zoning Regulations regarding height limits.

Rationale: The Plan does not presently address the issue of the coordination between the 1910 Height Act and the Zoning Regulations.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the final review process and collaboration with DCRA, it was determined that the amendment proposal was not necessary as the responsible agencies coordinate as part their regular functions.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 29

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: [no information provided]

Existing text or map designation: N/A (new policy)

Proposed amendment: Proposed New Policy: Support the incorporation of TDM strategies in the early approval stages for new development.

Rationale: Not provided

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal is not appropriate because it is already addressed in T-1.1.B.

Tracking Number: 30

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: T-3.2 Curbside Management and Parking

Existing text or map designation: T-3.2 Curbside Management and Parking. There are approximately 400,000 parking spaces in the District of Columbia. The majority of these parking spaces (260,000) are on-street parallel-parking type spaces. About 6 percent of these on-street spaces (16,000) have parking meters. Another 140,000 parking spaces are located off-street in parking lots and garages. The majority of the off-street spaces are located in Downtown parking garages. 415.2

Proposed amendment: DDOT has 16,500 metered parking spaces. Of those, 16,000 are single-space meters and 500 are multi-space meters.

Rationale: Increase of metered parking spaces since 2006 Comp Plan.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is outside the scope of this Amendment cycle. Updates of existing conditions information that do not impact policy are outside the scope.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number:

Applicant:

Text or Map:

Ward location(#)/Citywide(CW):

Element affected:

Existing text or map designation:

Proposed amendment:

Rationale:

Recommendation:

Justification:



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 32

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: T-2.2.C Bicycle and Car-Pool Parking

Existing text or map designation: Action T-2.2.C: Bicycle and Car-Pool Parking. Increase investment in bicycle parking and provide more visible parking for car-sharing operations at Metrorail stations, key bus stops, and future streetcar stations. 408.12

Proposed amendment: Action T-2.2.C Bicycle and Car-Pool Parking. Increase investment in bicycle parking and provide more visible parking for car-sharing operations at Metrorail stations and future streetcar stations.

Rationale: Clarification to reflect current policy

Recommendation: The amendment proposal is recommended for Council approval with modifications

Justification: The amendment proposal is a change to existing policy wording and provides clarification to reflect current policy.

Tracking Number: 33

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: T-1.2 Transforming Corridors

Existing text or map designation: N/A (new policy)

Proposed amendment: Proposed New Policy (for inclusion within T-1.2 Transforming Corridors). In an effort to better coordinate development plans between DDOT and developers at the earliest stage of design, DDOT has instituted a series of meetings during which participants will review proposed streetscape plans in order to raise issues such as conflicts with regulations, standards, or policies. These issues can then be corrected before the construction phase is begun.

Rationale: Improved coordination/review of development proposals.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is an agency operational matter.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 34

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: T-2.5 Roadway System and Auto Movement

Existing text or map designation: b. Constructing a tunnel between I-295 east of the Anacostia River and the existing I-395 Third Street tunnel to carry regional through traffic beneath the South Capitol Street corridor and to replace the Southeast Freeway;

Proposed amendment: Remove item "b. constructing a tunnel between I-295". This recommendation is from an outdated study and will not be implemented.

Rationale: Reflect current policy.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing policy wording and provides clarification to reflect current policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 35

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: T-3.1 Transportation Demand Management

Existing text or map designation: N/A (new policy)

Proposed amendment: Proposed New Policy: This new policy should be included between T-3.2 Curbside Management and Parking and T-3.3 Goods Movement: To address the District's focused planning needs, a more detailed and complex forecasting model is needed to produce more accurate travel forecasts. Specifically, detail representing public transit service and non-motorized modes (biking and walking) is currently missing from modeling projects. Similarly, the representation of auto and truck traffic and traffic control is generalized. DDOT will improve its current travel modeling capabilities to better analyze future changes in transportation network/infrastructure and land use/development projects and those provide enhanced policy options for transportation services in the District.

Rationale: Reflect current policy direction.

Recommendation: The amendment proposal is recommended for Council approval with modifications

Justification: The amendment proposal should be a new action (instead of a new policy) that includes the following text: "Improve the District's travel modeling capabilities to better analyze future changes in transportation network/infrastructure and land use/development projects. Further detail on transit service, non-motorized modes (biking and walking), and commercial (truck) traffic should be taken into consideration." DDOT will be responsible for implementing the new action.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 36

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: T-3.1 Transportation Demand Management

Existing text or map designation: N/A (new policy)

Proposed amendment: Proposed New Policy: Assist employers in the District with implementation of TDM programs at their worksites in order to reduce drive-alone commute trips.

Rationale: Not provided

Recommendation: The amendment proposal is recommended for Council approval with modifications

Justification: Instead of a new policy, the language of the amendment proposal should be added to existing Action T-3.1.A, TDM Strategies.

Tracking Number: 37

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: T-2.5 Roadway System and Auto Movement

Existing text or map designation: N/A (table)

Proposed amendment: Remove references to the number of miles for each road type in Legislative Section 411.5.

Rationale: These numbers change with periodic classification updates.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal does not correct an error or represent a substantive change in policy application. Updates of existing information not impacting policy framework is beyond the scope of this Amendment cycle. However, it is noted that the current numbers are based on 2006 data.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 38

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Policy T-1.1.B Transportation Improvements - New

Existing text or map designation: N/A (new)

Proposed amendment: Policy T-1.1.B: Transportation Improvements. Require transportation demand management measures and transportation support facilities such as crosswalks, bus shelters, transit stores, and bicycle facilities in large development projects and major trip generators, including projects that go through the Planned Unit Development (PUD) Process.

Rationale: Reflect transit policies.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is not a substantive change and does not impact current policy.

Tracking Number: 39

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Action T-1.1.B Transportation Improvements

Existing text or map designation: Action T-1.1.B: Transportation Improvements. Require transportation demand management measures and transportation support facilities such as crosswalks, bus shelters, and bicycle facilities in large development projects and major trip generators, including projects that go through the Planned Unit Development (PUD) Process. 403.14

Proposed amendment: Action T-1.1.B: Transportation Improvements. Require transportation demand management measures and transportation support facilities such as crosswalks, bus shelters, transit resource and information kiosks, and bicycle facilities in large development projects and major trip generators, including projects that go through the Planned Unit Development (PUD) Process. 403.14

Rationale: Reflect transit policies.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing policy wording and reflects current transit policy.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 40

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Policy T-2.1.2 Bus Improvements

Existing text or map designation: Policy T-2.1.2: Bus Transit Improvements. Enhance bus transit service by improving scheduling and reliability, reducing travel time, providing relief for overcrowding, increasing frequency and service hours, and improving both local access and cross-town connections. 407.18

Proposed amendment: Policy T-2.1.2: Transit Improvements. Enhance transit service by implementing Information Technology Systems (ITS) to improve scheduling and reliability, providing timed transfers, reducing travel time, providing relief for overcrowding, increasing frequency and service hours, and improving both local access and cross-town connections. 407.18

Rationale: Reflect transit policies.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing policy wording that makes a substantive change in policy interpretation/application.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 41

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Action T-2.1.A: New Streetcar or Bus Rapid Transit Lines

Existing text or map designation: Action T-2.1.A: New Streetcar or Bus Rapid Transit Lines. Construct a network of new premium transit infrastructure, including bus rapid transit and streetcar lines to provide travel options, better connect the city, and improve surface-level public transportation. As needed, replace existing travel and/or parking lanes along selected major thoroughfares with new rapid bus or streetcar lines to improve mobility within the city. 407.23

Proposed amendment: Action T-2.1.A: New Transit Services. Construct a network of new premium transit infrastructure, including bus rapid transit (BRT) and streetcar lines to provide travel options, better connect the city, and improve surface-level public transportation. As needed, replace existing travel and/or parking lanes along selected major corridors with new transit services (streetcar, BRT, DC Circulator and Rapid Bus) to improve mobility within the city. 407.23

Rationale: Reflect transit policies.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing policy wording and provides clarification to reflect current transit policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 42

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: T-2.1 Transit Accessibility

Existing text or map designation: N/A (new action)

Proposed amendment: Action T-2.1.H: Performance Measures. Develop, apply, and report on transit performance measures to identify strengths, deficiencies, and potential improvements and to support the development of new and innovative facilities and programs.

Rationale: Reflect transit policies.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a new action that makes a substantive difference and reflects current transit policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 43

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Action T-2.2.A Intermodal Centers

Existing text or map designation: Action T-2.2.A: Intermodal Centers. Plan, fund, and implement the development of intermodal activity centers both at the periphery of the city and closer to Downtown. These intermodal centers should provide a "park-once" service where travelers including tour buses, can park their vehicles and then travel efficiently and safely around the District by other modes. The activity centers surrounding the District's Downtown should be located at Union Station, the Kennedy Center, and Banneker Overlook. 408.10

Proposed amendment: Action T-2.2.A: Intermodal Centers. Plan, fund, and implement the development of intermodal activity centers both at the periphery of the city and closer to Downtown. These intermodal centers should provide a "park-once" service where travelers including tour buses, can park their vehicles and then travel efficiently and safely around the District by other modes. The activity centers surrounding the District's Downtown should be located at Union Station, the Kennedy Center, and Banneker Overlook and other locations that support motor carrier vehicle parking. 408.10

Rationale: Not provided

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing wording that makes a substantive difference. There are other locations that support motor carrier vehicle parking.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 44

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Action T-2.2.B Pedestrian Connections

Existing text or map designation: Action T-2.2.B: Pedestrian Connections. Work in concert with WMATA to undertake pedestrian capacity and connection improvements at selected Metrorail stations, streetcar stations, and bus transfer facilities to enhance pedestrian flow, efficiency, and operations. 408.11

Proposed amendment: Action T-2.2.B: Pedestrian Connections. Work in concert with WMATA to undertake pedestrian capacity and connection improvements at selected transit stations, stops and major transfer facilities to enhance pedestrian flow, efficiency, and operations. 408.11

Rationale: Reflect transit policies.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing policy wording and reflects current transit policy.

Tracking Number: 45

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Action T-2.2.C Bicycle and Car-Pool Parking

Existing text or map designation: Action T-2.2.C: Bicycle and Car-Pool Parking. Increase investment in bicycle parking and provide more visible parking for car-sharing operations at Metrorail stations, key bus stops, and future streetcar stations. 408.12

Proposed amendment: Action T-2.2.C: Bicycle and Car-Pool Parking. Increase investment in bicycle parking and provide more visible parking for car-sharing operations at Metrorail stations, key transit stops and stations. 408.12

Rationale: Reflect transit policies.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing policy wording and reflects current transit policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 46

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: T-2.2 Making Multi-Modal Connections

Existing text or map designation: N/A (new action)

Proposed amendment: Action T-2.2.1: Commuter Bus Management Initiative. Implement the recommendations of the DDOT Tour Bus Management Initiative, prepared to ameliorate long-standing problems associated with tour bus parking, roaming, and idling around the city's major visitor attractions. 418.3

Rationale: Implement new initiative.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a new action that reflects a new policy initiative.

Tracking Number: 47

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: T-2.2 Making Multi-Modal Connections

Existing text or map designation: N/A (new policy)

Proposed amendment: Policy T-2.2.2: Commuter Bus Facilities. Develop carefully-planned parking areas, loading zones, and dedicated routes for commuter buses to prevent commuter bus parking in residential neighborhoods. Enforce and apply fines and penalties when commuter bus parking and route regulations are violated. 418.2

Rationale: [not provided]

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: This amendment proposal is addressed in Amendment Proposal #162, which combines commuter buses with tour bus facilities management.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 48

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Action T-2.2.E Bus Connections

Existing text or map designation: Action T-2.2.E: Bus Connections. Promote cross-town bus services and new bus routes that connect neighborhoods to one another and to transit stations. 408.14

Proposed amendment: Action T-2.2.E: Transit Connections. Promote cross-town transit services and new transit routes that connect neighborhoods to one another and to transit stations and stops. 408.14

Rationale: Reflect transit policies.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing wording that makes a substantive difference and reflects current policy.

Tracking Number: 49

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Action T-3.4.A Transit Directional Signs

Existing text or map designation: Action T-3.4.A: Transit Directional Signs. Establish a joint city/WMATA/private sector Task Force to improve and augment pedestrian directional signs and system maps for transit riders, especially at Metro station exits, and at various locations in Central Washington. 417.4

Proposed amendment: Action T-3.4.A: Transit Directional Signs. Establish a joint city/WMATA/private sector Task Force to improve and augment pedestrian directional signs and system maps for transit riders, especially at transit station exits and transit stops, and at various locations throughout the District. 417.4

Rationale: Reflect transit policies.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing wording and reflects current transit policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 50

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Policy UD-1.4.4 Multi-Modal Avenue/Boulevard Design

Existing text or map designation: Policy UD-1.4.4: Multi-Modal Avenue/Boulevard Design. Discourage the use of the city's major avenues/boulevards as "auto-only" roadways. Instead, encourage their use as multi-modal corridors, supporting bus lanes, bicycle lanes, and wide sidewalks, as well as conventional vehicle lanes. 906.10

Proposed amendment: Policy UD-1.4.4: Multi-Modal Avenue/Boulevard Design. Discourage the use of the city's major avenues/boulevards as "auto-only" roadways. Instead, encourage their use as multi-modal corridors, supporting transit lanes, bicycle lanes, and wide sidewalks, as well as conventional vehicle lanes. 906.10

Rationale: Correction

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing policy wording and reflects current policy.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 51

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Policy UD-3.1.5 Streetscape and Mobility

Existing text or map designation: Policy UD-3.1.5: Streetscape and Mobility. Ensure that the design of public space facilitates connections between different modes of travel, including walking, public transit, bicycling, and driving. Bus shelters, benches, bicycle parking, safe pedestrian connections, and clear way finding signage should be provided to facilitate multi-modal travel. 913.12

Proposed amendment: Policy UD-3.1.5: Streetscape and Mobility. Ensure that the design of public space facilitates connections between different modes of travel, including walking, public transit, bicycling, and driving. Transit shelters, benches, bicycle parking, safe pedestrian connections, and clear way finding signage should be provided to facilitate multi-modal travel. 913.12

Rationale: Correction

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing policy wording.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 52

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Policy UD-3.3.3: Design of New Public Transit

Existing text or map designation: Policy UD-3.3.3: Design of New Public Transit. Treat the design of mass transit systems, including the proposed streetcar and bus rapid transit systems, as an important form of public architecture. Bus shelters, waiting platforms, signage, on-street bicycle facilities, pedestrian connections, and other improvements should contribute to citywide urban design goals. 915.5

Proposed amendment: Policy UD-3.3.3: Design of New Public Transit. Treat the design of mass transit systems, as an important form of public architecture. Transit shelters, waiting platforms, signage, off-board fare collection, on-street bicycle facilities, pedestrian connections, and other improvements should contribute to citywide urban design goals. 915.5

Rationale: [not provided]

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing policy wording.

Tracking Number: 53

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Policy UD-3.3.4: Metro Station Entrances

Existing text or map designation: Policy UD-3.3.4: Metro Station Entrances. Promote design improvements and public art at Metro station entrances, providing a stronger sense of arrival and orientation for travelers. 915.6

Proposed amendment: Policy UD-3.3.4: Transit Station Entrances & Transit Stops. Promote design improvements and public art at transit station entrances and transit stops, providing a stronger sense of arrival and orientation for travelers. 915.6

Rationale: Reflect transit policies.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing wording that reflects current transit policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 54

Applicant: Mital Desai

Text or Map: T

Ward location(#)/Citywide(CW): 4

Element affected: RCE-2.3.A Upper Georgia Avenue NW/Walter Reed

Existing text or map designation: Action RCE-2.3.A: Upper Georgia Avenue Area Plan. Develop a small area plan and implementation strategy focused on the properties fronting on Georgia Avenue between Decatur Street and Eastern Avenue. The small area plan should identify the commercial nodes along the corridor, develop strategies for encouraging housing in areas in between these nodes, and provide guidance on the appropriate mix of land uses and measures to avoid the over-concentration of undesirable uses.

Proposed amendment: Update the Upper Georgia Avenue Area Plan Action RCE 2.3.A text so that sites on Georgia Avenue and major arteries feeding into Georgia Avenue are targeted in the Upper Georgia Avenue Area Plan. The text should read as follows: Develop a REVISED small area plan and implementation strategy focused on the properties fronting Georgia Avenue and properties on artery streets feeding into Georgia Avenue between Decatur Street and Eastern Avenue.

Rationale: A change in the text will allow us to develop the land so that its look and feel are compatible with the surrounding homes, maintains the integrity of the single family neighborhood, but at the same time it would catalyze the redevelopment of this section of Georgia Avenue.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because the issue is already addressed in the Upper Georgia Avenue Small Area Plan approved in 2007. The proposal was not included as a SAP recommendation.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 55

Applicant: Mital Desai

Text or Map: T

Ward location(#)/Citywide(CW): 4

Element affected: RCE 2.3.A or 2.3.B: Land Acquisition on Upper Georgia Avenue

Existing text or map designation: Action RCE-2.3.A: Upper Georgia Avenue Area Plan. Develop a small area plan and implementation strategy focused on the properties fronting on Georgia Avenue between Decatur Street and Eastern Avenue. The small area plan should identify the commercial nodes along the corridor, develop strategies for encouraging housing in areas in between these nodes, and provide guidance on the appropriate mix of land uses and measures to avoid the over-concentration of undesirable uses. 2213.10 Action RCE-2.3.B: Land Acquisition on Upper Georgia Avenue. Acquire vacant and/or underutilized private land along Upper Georgia Avenue which can be leveraged to support private revitalization and reinvestment. The production of mixed income housing should be a top priority where land is acquired.

Proposed amendment: Acquire vacant and/or underutilized private land along and adjacent to Upper Georgia Avenue which can be leveraged to support private revitalization and reinvestment.

Rationale: A change in the text will allow us to develop the land so that its look and feel are compatible with the surrounding homes, maintains the integrity of the single family neighborhood, but at the same time it would catalyze the redevelopment of this section of Georgia Avenue.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because the issue is already addressed in the Upper Georgia Avenue Small Area Plan approved in 2007. The proposal was not included as a SAP recommendation.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 56

Applicant: Mital Desai

Text or Map: M

Ward location(#)/Citywide(CW): 4

Address related information: Undeveloped land at the corner of Piney Branch Rd and Tuckerman St NW Undeveloped land located behind building at 6343 13th St NW Square 2944

Element affected: Land Use Map

Existing text or map designation: Low Density Residential

Proposed amendment: Mixed Use/Low Density Commercial

Rationale: The parcel of undeveloped land has remained undeveloped for many years. The land is located opposite commercially zoned property and is steps away from a commercial strip and Georgia Avenue. The change in map designation would be consistent with the mission of revitalizing the Upper Georgia Avenue corridor and the existing commercial infrastructure at the corner of Piney Branch and Georgia Avenue.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because the issue is already addressed in the Upper Georgia Avenue Small Area Plan approved in 2007. The proposal was not included as a SAP recommendation.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 57

Applicant: DMPED

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: All affected elements

Existing text or map designation: N/A (broad suggestion for Comp Plan)

Proposed amendment: Overall general amendment to reflect a government re-organization in 2008 that transferred implementation responsibilities from AWC and NCRC to the Office of the Mayor, NCRC & AWC Reorganization Act of 2008. The Office of the Mayor is substituted for all references to AWC and NCRC for implementation responsibilities and actions. The Mayor has delegated these responsibilities to the Deputy Mayor for Planning and Economic Development.

Rationale: The Anacostia Waterfront Corporation and the National Capital Revitalization Corporation no longer exist. The Comp Plan needs to reflect this change.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the final review process and interagency coordination, it was determined that while DMPED is now responsible for some of the former agencies' projects and work programs, there are other agencies who are also undertaking that work. It was determined that this could be addressed during the next major revision of the Comp Plan.

Tracking Number: 58

Applicant: DMPED

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: CW Planning and Development Priorities 1607

Existing text or map designation: The expansion of development and redevelopment around the Mall should begin to diminish these distinctions, and provide more amenities closer to the all.

Proposed amendment: The expansion of development and redevelopment around the Mall should begin to diminish these distinctions, and provide more amenities closer to the Mall.

Rationale: Incorrectly states "all" instead of "Mall." Corrects technical error.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal corrects an error in text.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 59

Applicant: DMPED

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: LU-1.3

Existing text or map designation: While transit-oriented development is most commonly thought of as a strategy for Metrorail station areas, it is also applicable along premium transit corridors and the city's "Great Streets." Six "Great Streets" were named in 2005 as part of an integrated economic development, transportation, and urban design strategy. The location of these streets is shown in Map 3.5. While not officially designated, four other corridors—Rhode Island Avenue, North/South Capitol Streets, Lower 14th Street, and Bladensburg Road—are also shown on the map to recognize their potential for enhancement. 306.6

Proposed amendment: In 306.6, Change "Six Great Streets" were named in 2005" to "Seven Great Streets were named in 2005. In addition, two additional Great Streets were added for economic development planning purposes."

Rationale: Incorrectly states number of Great Streets named.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal corrects an error in text.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 60

Applicant: DMPED

Text or Map: T

Ward location(#)/Citywide(CW): 7

Element affected: FNS-2.7.1: Skyland Revitalization

Existing text or map designation: FNS-2.7.1: Revitalize Skyland Shopping Center as an essential, dynamic community-scale retail center. Together with the Good Hope Marketplace, these two centers should function as the primary business district for adjacent neighborhoods, providing a diverse array of quality goods and services for area residents. 1717.3

Proposed amendment: Change to: "Revitalize Skyland Shopping Center as a mixed-use destination."

Rationale: Current development proposal and community preference for the site is for mixed-use development.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment does not makes a substantive change to existing land use policy. The Future Land Use Map has designated the area for Moderate Density, which allows for zoning that encourages mixed use development.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 61

Applicant: Terrance Lynch and the Downtown Cluster of Congregations

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Land Use Goal 302,

Existing text or map designation: Land Use Goal 302: The Land Use Goal is: Ensure the efficient use of land resources to meet long-term neighborhood, citywide, and regional needs; to help foster other District goals; to protect the health, safety, and welfare of District residents and businesses; to sustain, restore, or improve the character and stability of neighborhoods in all parts of the city; and to effectively balance the competing demands for land to support the many activities that take place within District boundaries. 302.1

Proposed amendment: Land Use Goal 302: Ensure the efficient use of land resources to meet long-term neighborhood, citywide, and regional needs; to help foster other District goals; to protect the health, safety, and welfare of District residents, institutions, and businesses; ....

Rationale: While the stated Goal reasonably notes the full spectrum of needs, from local areas to the larger region, as well as residents and businesses as formulated, it inappropriately omits "institutions". The existing provisions are in conflict with Federal law.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal corrects an error and makes a substantive change in policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 62

Applicant: Terrance Lynch and the Downtown Cluster of Congregations

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: LU-2.3.6

Existing text or map designation: Policy LU-2.3.6: Houses of Worship. Recognize churches and other religious institutions as an important part of the fabric of the city's neighborhoods. Work proactively with the faith-based community, residents, ANCs, and neighborhood groups to address issues associated with church transportation needs, operations, and expansion, so that churches may be sustained as neighborhood anchors and a source of spiritual guidance for District residents. 311.8

Proposed amendment: Policy LU-2.3.6: Houses of Worship. Recognize churches and other religious institutions as an important part of the fabric of the city's neighborhoods. Work proactively with the faith-based community, ... to address issues associated with church transportation needs, operations, and expansion, so that churches may be established and sustained as neighborhood anchors and a source of spiritual guidance for District residents. 311.8

Rationale: While the stated Goal reasonably notes the full spectrum of needs, from local areas to the larger region, as well as residents and businesses as formulated, it inappropriately omits "institutions". The existing provisions are in conflict with Federal law.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because all institutional uses are subject to the same regulatory structure. Requirements are based on size and impact of use rather than type of use. The amendment proposal is not a substantive change in policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 63

Applicant: Terrance Lynch and the Downtown Cluster of Congregations

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: LU-2.3.7

Existing text or map designation: Policy LU-2.3.7: Non-Conforming Institutional Uses. Carefully control and monitor institutional uses that do not conform to the underlying zoning to ensure their long-term compatibility. In the event such uses are sold or cease to operate as institutions, encourage conformance with existing zoning and continued compatibility with the neighborhood. 311.9

Proposed amendment: Policy LU-2.3.7: Non-Conforming Institutional Uses. Carefully control and monitor institutional uses that do not conform to the underlying zoning to ensure their long-term compatibility, respecting, however, tenets of the Constitution and applicable Federal law pertaining to Places of Worship and diplomatic protocols. In the event such uses are sold or cease to operate as institutions, encourage conformance with existing zoning and continued compatibility with the neighborhood. 311.9

Rationale: While the stated Goal reasonably notes the full spectrum of needs, from local areas to the larger region, as well as residents and businesses as formulated, it inappropriately omits "institutions". The existing provisions are in conflict with Federal law.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because the existing language is not in conflict with federal law. The amendment is not a substantive change in policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 64

Applicant: Terrance Lynch and the Downtown Cluster of Congregations

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: LU-3 Balancing Competing Demands for Land

Existing text or map designation: b. Institutional Uses, which desire land for expansion but are often hemmed in by adjacent neighborhoods;

Proposed amendment: b. Institutional Uses, including Places of Worship, which desire land and already developed buildings, for expansion but are often hemmed in by adjacent neighborhoods;

Rationale: Historic pattern of rights as well as Federal law; Religious Freedom Restoration Act and Religious Land Use and Institutionalized Persons Act. Allow Places of Worship to locate across the District for assembly and the practice of that faith.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because all institutional uses are subject to the same regulatory structure. Requirements are based on size and impact of use rather than type of use. The amendment proposal is not a substantive change in policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 65

Applicant: Terrance Lynch and the Downtown Cluster of Congregations

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: LU-3.2 Institutional Uses

Existing text or map designation: Institutional uses occupy almost 2,300 acres—an area larger than all of the city's retail, office, and hotel uses combined. These uses include colleges and universities, private schools, child care facilities, houses of worship and religious institutions, hospitals, private and non-profit organizations, and similar activities. 315.1

Proposed amendment: Institutional uses occupy almost 2,300 acres—an area larger than all of the city's retail, office, and hotel uses combined. These uses include colleges and universities, private schools, child care facilities, houses of worship and religious institutions, hospitals, private and non-profit organizations, and similar activities.

Rationale: Historic pattern of rights as well as Federal law; Religious Freedom Restoration Act and Religious Land Use and Institutionalized Persons Act. Allow Places of Worship to locate across the District for assembly and the practice of that faith.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because the suggested text is already included in the existing policy cited.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 66

Applicant: Terrance Lynch and the Downtown Cluster of Congregations

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: LU 3.2

Existing text or map designation: The growth of private institutions has generated significant concern in many of the city's neighborhoods. These concerns relate both to external impacts such as traffic and parking, and to broader concerns about the character of communities where institutions are concentrated or expanding. 315.5

Proposed amendment: The growth of private institutions has generated significant concern in many of the city's neighborhoods. These concerns relate both to external impacts such as traffic and parking, and to broader concerns about the character of communities where institutions are concentrated or expanding. These concerns should be evaluated openly, but in a context respecting Constitutional and diplomatic principles.

Rationale: Historic pattern of rights as well as Federal law; Religious Freedom Restoration Act and Religious Land Use and Institutionalized Persons Act. Allow Places of Worship to locate across the District for assembly and the practice of that faith.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because all institutional uses are subject to the same regulatory structure. Requirements are based on size and impact of use rather than type of use. The amendment proposal is not a substantive change in policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 67

Applicant: Terrance Lynch and the Downtown Cluster of Congregations

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: LU-3.2.3; Institutional Uses

Existing text or map designation: Ensure that large non-profits, service organizations, private schools, seminaries, colleges and universities, and other institutional uses that occupy large sites within residential areas are planned, designed, and managed in a way that minimizes objectionable impacts on adjacent communities. The zoning regulations should ensure that the expansion of these uses is not permitted if the quality of life in adjacent residential areas is significantly adversely affected. 315.8

Proposed amendment: Add this text at the end of 315.8: Where the institution is a Place of Worship or contains such a Place, ensure that the oversight required to ensure this concern is addressed is limited only to those aspects of the Place of Worship having a compelling public interest to protect public safety so as to protect critical principles to not involve government bodies and officials in matters of worship. 315.8

Rationale: Historic pattern of rights as well as Federal law; Religious Freedom Restoration Act and Religious Land Use and Institutionalized Persons Act. Allow Places of Worship to locate across the District for assembly and the practice of that faith.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because all institutional uses are subject to the same regulatory structure. Requirements are based on size and impact of use rather than type of use. The amendment proposal is not a substantive change in policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 68

Applicant: Terrance Lynch and the Downtown Cluster of Congregations

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: LU 3.2.3.A

Existing text or map designation: Complete a study of residential zoning requirements for institutional uses other than colleges and universities. Determine if additional review by the Board of Zoning Adjustment or Zoning Commission should be required in the event of a change in use. Also determine if the use should be removed as an allowable or special exception use, or made subject to additional requirements. 315.9

Proposed amendment: Complete a study of residential zoning requirements for institutional uses other than Places of Worship and colleges and universities. Determine if additional review by the Board of Zoning Adjustment or Zoning Commission should be required in the event of a change in use. Also determine if the use should be removed as an allowable or special exception use, or made subject to additional requirements. 315.9

Rationale: Historic pattern of rights as well as Federal law; Religious Freedom Restoration Act and Religious Land Use and Institutionalized Persons Act. Allow Places of Worship to locate across the District for assembly and the practice of that faith.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because all institutional uses are subject to the same regulatory structure. Requirements are based on size and impact of use rather than type of use. The amendment proposal is not a substantive change in policy.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 69

Applicant: Hansel Bauman, Director of Campus Planning and Design, Gallaudet University

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: UNE 2.1.2

Existing text or map designation: Policy UNE-2.1.2: Capital City Market. Redevelop the Capital City Market into a regional destination that may include residential, dining, entertainment, office, hotel, and wholesale food uses. The wholesale market and the adjacent DC Farmers Market are important but undervalued amenities that should be preserved, upgraded, and more effectively marketed. 2411.6

Proposed amendment: Text of that policy should be amended by inserting new sentences after the first sentence as follows: Policy UNE-2.1.2: Redevelop the Capital City Market into a regional destination that may include residential, dining, entertainment, office, hotel, and wholesale food uses. Development as a creative and cultural center would also be consistent with this regional destination designation. Tax credits and other incentives should be made available to support cultural and creative venues at the Center. Gallaudet University is the single largest property owner in the Capital City Market, and uses on that property, including the creative industries, which both complement the Capital City Market and promote the University's mission are encouraged. The Capital City Market should be included as a creative business incubator site in support of the Creative Action Agenda. The wholesale market and the adjacent DC Farmers Market are important but undervalued amenities that should be preserved, upgraded, and more effectively marketed.

Rationale: This issue is not addressed in any substantive way in the 2006 Plan. Gallaudet University is the single largest property owner in the Capital City Market, and provides both an anchor to the Market and a potential draw for creative industries, yet is not mentioned at all in the UNE-2 policy focus areas. Capital City Market makes no mention of the Gallaudet University component.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is under consideration as part of the draft Florida Avenue Market small area plan. Once Council has taken action on the small area plan, then the amendment proposal could be considered.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 70

Applicant: Hansel Bauman, Director of Campus Planning and Design, Gallaudet University

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: UNE 2.1.A

Existing text or map designation: Action UNE-2.1.A: Capital City Market. Develop and implement plans for the revitalization and development of the Capital City Market into a mixed use residential and commercial destination. Redevelopment plans for the site shall be achieved through a collaborative process that involves the landowners and tenants, the project developers, the District government, and the community. 2411.9

Proposed amendment: Action UNE-2.1.A: Capital City Market, should be amended by adding a phrase at the end of the first sentence as follows: ", and a creative and cultural center." Also, add a sentence at the end as follows: "Encourage Gallaudet University to use its properties in ways which will complement the better uses in the Capital City Market, including economic development, cultural resources, and creative industries, to the extent that they are consistent with the University's mission."

Rationale: This issue is not addressed in any substantive way in the 2006 Plan. Gallaudet University is the single largest property owner in the Capital City Market, yet is not mentioned at all in the UNE-2 policy focus areas.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is under consideration as part of the draft Florida Avenue Market small area plan. Once Council has taken action on the small area plan, then the amendment proposal could be considered.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 71

Applicant: Hansel Bauman, Director of Campus Planning and Design, Gallaudet University

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: EDU 3.4

Existing text or map designation: N/A (new policy)

Proposed amendment: Proposed New Policy:EDU-3.4. Economic and Cultural Benefits - Colleges and universities have the potential to provide significant benefits to the citizens of the District of Columbia in terms of economic development and cultural resources. Colleges and universities are major employers in the District, and provide many positive spill-over economic benefits to the surrounding neighborhood and to the District in terms of the provision of goods of services to the University and to students, faculty, staff and visitors in the surrounding neighborhoods. Cultural activities, such as musical and theatre performances and art shows are typically open to the public on college campuses. Colleges and universities are often at the forefront in development of creative industries.

Rationale: The current policies under EDU-3.2 and EDU-3.3 of the Comprehensive Plan limit in scope and do not discuss or reflect the potential benefits and resources that universities can provide to their neighborhoods and to the District of Columbia. In terms of economic development, cultural resources, and creative industries, among others.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is already addressed in LU-3.2, ED-1.3, and AC-4.2.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 72

Applicant: Hansel Bauman, Director of Campus Planning and Design, Gallaudet University

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: EDU-3.4.1

Existing text or map designation: N/A (new policy)

Proposed amendment: Promote the economic development activities of colleges and universities that will spur economic development and revitalization activity in neighborhoods, particularly those that are lagging in market activity.

Rationale: The current policies under EDU-3.2 and EDU-3.3 of the Comprehensive Plan limit in scope and do not discuss or reflect the potential benefits and resources that universities can provide to their neighborhoods and to the District of Columbia. In terms of economic development, cultural resources, and creative industries, among others.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is already addressed in EDU-3.3.1, LU-2.3.5, and ED-2.4.1.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: **73**

Applicant: Hansel Bauman, Director of Campus Planning and Design, Gallaudet University

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: EDU-3.4.2

Existing text or map designation: N/A (new policy)

Proposed amendment: Promote co-location of private sector economic enterprises and universities, particularly for creative industries and those which will complement the university's mission and research activities. Promote and support university activities which are consistent with the creative D.C. action agenda.

Rationale: The current policies under EDU-3.2 and EDU-3.3 of the Comprehensive Plan limit in scope and do not discuss or reflect the potential benefits and resources that universities can provide to their neighborhoods and to the District of Columbia. In terms of economic development, cultural resources, and creative industries, among others.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is already addressed in ED-2.4.2 and ED-1.3.B.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: **74**

Applicant: Hansel Bauman, Director of Campus Planning and Design, Gallaudet University

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: New Policy LU 3.2.4

Existing text or map designation: N/A (new policy)

Proposed amendment: Proposed New Policy: Policy LU-3.2.4: Economic Revitalization - promote and encourage economic development of college and university properties, particularly in areas of the city where land is underutilized and such development is appropriate. Support and encourage co-location of university and private sector uses to promote development synergies with adjacent economic development projects, where appropriate.

Rationale: This issue is not addressed in any substantive way in the 2006 plan. The policies for colleges and universities in the land use element on the 2006 focus primarily upon controlling the effects of colleges and universities on adjacent residential neighborhoods, and do not mention potentially positive impacts that colleges and universities can have on adjacent neighborhoods, in appropriate locations.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is already addressed in Policy ED 1.3.2: University Partnerships and ED 2.4.1: Institutional Growth.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 75

Applicant: Hansel Bauman, Director of Campus Planning and Design, Gallaudet University

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: UNE 1.2.7

Existing text or map designation: Policy UNE-1.2.7: Institutional Open Space: Recognize the particular importance of institutional open space to the character of Upper Northeast, particularly in and around Brookland and Woodridge. In the event that large institutional uses are redeveloped in the future, pursue opportunities to dedicate substantial areas as new neighborhood parks and open spaces. Connections between Upper Northeast open spaces and the network of open space between McMillan Reservoir and Fort Totten also should be pursued. 2409.7

Proposed amendment: UNE-1.2.7: Institutional Open Space should be amended to reflect the opportunity to also link the Gallaudet campus as an institutional open space with the adjacent open spaces to the east, including the Mt. Olivet Cemetery and the National Arboretum and to extend to the Anacostia River. Opportunities also exist for connections between the Gallaudet campus and the network of open spaces to the west, including the Metropolitan Branch Trail and the Burnham Spine to create a green spine through northeast D.C. for bicycle and pedestrian movement from the Mall/Union Station area to the Anacostia River and back down to the Mall along the proposed Anacostia River Walk.

Rationale: This issue was not specifically addressed in any substantive way in the 2006 Plan. Policy Nos. UNE-1.2.6 and UNE-1.2.7 discuss other areas of the Upper Northeast, but do not mention or refer to Gallaudet University or the adjacent open spaces.

Recommendation: The amendment proposal is recommended for Council approval with modifications

Justification: The amendment proposal should be modified as, Policy UNE-1.2.7: Institutional Open Space - Recognize the particular importance of institutional open space to the character of Upper Northeast, particularly in and around Brookland, Woodridge, and Galludet University/Trinidad. Opportunities also exist for connections between the Gallaudet campus and the network of open spaces to the west, including the Metropolitan Branch Trail and the Burnham Spine to create a green spine through northeast D.C. for bicycle and pedestrian movement.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 76

Applicant: Hansel Bauman, Director of Campus Planning and Design, Gallaudet University

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: UNE 1.2.6

Existing text or map designation: Policy UNE-1.2.6: Connecting to the River. Recognize the Anacostia River and the land along its banks as an essential and integral part of the Upper Northeast community. Improve the connections between Upper Northeast neighborhoods and the Anacostia River through trail, path, transit, and road improvements, and improved access to the National Arboretum. Provide amenities and facilities in the planned waterfront parks that meet the needs of Upper Northeast residents. 2409.6

Proposed amendment: Policy UNE-1.2.6: Connecting to the River should be amended to reflect the opportunity to also link the Gallaudet campus as an institutional open space with the adjacent open spaces to the east, including the Mt. Olivet Cemetery and the National Arboretum and to extend to the Anacostia River. Opportunities also exist for connections between the Gallaudet campus and the network of open spaces to the west, including the Metropolitan Branch Trail and the Burnham Spine to create a green spine through northeast D.C. for bicycle and pedestrian movement from the Mall/Union Station area to the Anacostia River and back down to the Mall along the proposed Anacostia River Walk.

Rationale: This issue was not specifically addressed in any substantive way in the 2006 Plan. Policy Nos. UNE-1.2.6 and UNE-1.2.7 discuss other areas of the Upper Northeast, but do not mention or refer to Gallaudet University or the adjacent open spaces.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing wording and reflects current transportation and sustainability initiatives.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 77

Applicant: Hansel Bauman, Director of Campus Planning and Design, Gallaudet University

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: AC-1

Existing text or map designation: N/A (broad suggestion for AC-1 and AC-3)

Proposed amendment: Include references to colleges and universities as potential locations for creating and enhancing arts and cultural facilities in AC-1 and helping to promote arts and economy in AC-3 where appropriate

Rationale: AC-1 makes no mention of the contributions that colleges and universities can make in creating and enhancing arts and cultural facilities. Particularly with regard to Gallaudet University, there is a tremendous opportunity to promote arts and cultural facilities on the west side of its campus, abutting 6th Street, N.E., and adjacent Florida Avenue Market. Similarly, there is no mention in AC-3 of the potential contributions that colleges and universities can make to arts and the economy.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is already addressed in AC-4.2.3.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 78

Applicant: Hansel Bauman, Director of Campus Planning and Design, Gallaudet University

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: AC-3

Existing text or map designation: N/A (broad suggestion for AC-1 and AC-3)

Proposed amendment: Include references to colleges and universities as potential locations for creating and enhancing arts and cultural facilities in AC-1 and helping to promote arts and economy in AC-3 where appropriate.

Rationale: AC-1 makes no mention of the contributions that colleges and universities can make in creating and enhancing arts and cultural facilities. Particularly with regard to Gallaudet University, there is a tremendous opportunity to promote arts and cultural facilities on the west side of its campus, abutting 6th Street, N.E., and adjacent Florida Avenue Market. Similarly, there is no mention in AC-3 of the potential contributions that colleges and universities can make to arts and the economy.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is already addressed in AC-4.2.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 79

Applicant: Hansel Bauman, Director of Campus Planning and Design, Gallaudet University

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: PROS: Figure 8.3

Existing text or map designation: N/A (figure)

Proposed amendment: Figure 8.3: Overview of Proposed Anacostia Waterfront Park Recommendations: This figure and narrative should be amended to include a bicycle and pedestrian linkage between the Metropolitan Branch Trail and the National Arboretum from the Capital City Market area, Brentwood Parkway and along Mt. Olivet Road.

Rationale: This issue is addressed in a general way in PROS-3.2 and PROS-3.4, but these specific additions are not included in the Plan.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: It is not appropriate to amend a figure excerpted from another planning document (AWI). The proposed text amendment is too detailed for the Citywide PROS Element.

Tracking Number: 80

Applicant: Hansel Bauman, Director of Campus Planning and Design, Gallaudet University

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: PROS: Table 8.2

Existing text or map designation: N/A (table)

Proposed amendment: Table 8.2: Trail Improvements Recommended by the D.C. Bicycle Master Plan: Recommendations: Table 8.2 should also be amended to include a bicycle and pedestrian linkage between the Metropolitan Branch Trail and the National Arboretum from the Capital City Market area, Brentwood Parkway and along Mt. Olivet Road.

Rationale: This issue is addressed in a general way in PROS-3.2 and PROS-3.4, but these specific additions are not included in the Plan.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: It is not appropriate to amend a table excerpted from another planning document (Bicycle Master Plan). The proposed change could be considered during a potential new or revision process for the 2005 Bicycle Master Plan.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: **81**

Applicant: Hansel Bauman, Director of Campus Planning and Design, Gallaudet University

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: T-2.4.B

Existing text or map designation: Action T-2.4.B: Sidewalks. Install sidewalks on all major streets throughout the District where there are missing links. Continue to monitor the sidewalk network for needed improvements. Consult with ANCs and community organizations as plans for sidewalk construction are developed. 410.10

Proposed amendment: Action T-2.4.B: Sidewalks, should be amended by inserting a new third sentence as follows: "Widening existing sidewalks (which may require narrowing of roadways) in order to allow adequate space for safe pedestrian circulation."

Rationale: This issue is addressed in T-2.4. It is also addressed in the NOMA Plan, which calls for narrowing Florida Avenue from 6 lanes to 4 lanes, in order to increase sidewalk width along Florida Avenue, N.E. Gallaudet University requests that this policy be continued eastward along Florida Avenue, where there are narrow sidewalks and obstructions (light poles, signage, etc.) which make it difficult for two people to safely walk side by side along the sidewalk.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is already addressed in UD-1.4.4. Additionally, the subject of Action T-2.4.B is completing the sidewalk network, not widening existing sidewalks.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 82

Applicant: Alma H. Gates

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Housing/ H-4.2.2

Existing text or map designation: Policy H-4.2.2: Housing Choice for Seniors. Provide a wide variety of affordable housing choices for the District's seniors, taking into account the income range and health care needs of this population. Recognize the coming growth in the senior population so that the production and rehabilitation of publicly-assisted senior housing becomes a major governmental priority. 516.8

Proposed amendment: Add following text to the existing policy: Policy H-4.2.2 Housing Choice for Seniors: Provide a wide variety of affordable housing choices for the District's seniors, taking into account the income range and health care needs of this population. Recognize the coming growth in the senior population so that the production and rehabilitation of publicly-assisted senior housing that meets universal design standards becomes a major governmental priority. Acknowledge and support the establishment of Senior Villages throughout the city that allow seniors to remain in their homes and age in place.

Rationale: Need to reflect "Villages" aimed at aging in place.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing policy wording that makes a substantive difference.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: **83**

Applicant: Sara Green

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Policy LU 3.4.3

Existing text or map designation: Policy LU-3.4.3: Small Group Housing for the Disabled. As required by the federal Fair Housing Act, allow group homes with six or fewer residents (excluding staff or caregivers) serving persons with disabilities in all residential zone districts. Zoning requirements for such homes that are more restrictive than those applying to other residential uses are unlawful and shall not be permitted. 317.10

Proposed amendment: The city should protect the rights of the disabled as detailed in the federal Fair Housing Act. However, many group homes are for-profit, non-profit, or not-for-profit businesses and often impact their neighbors in ways that are similar to other businesses. The city should regulate these businesses as they do others by requiring that these group homes obtain a basic business license and comply with other business standards in addition to the standards consistent with protecting those who are disabled and fragile.

Rationale: The current policy does not provide any realistic vehicle to address existing and future over-concentration and does not acknowledge that these homes are often businesses that should and can be regulated in conformance with the Fair Housing Act.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is not a substantive change in policy and is already addressed in the Comprehensive Plan in Policy LU-3.4.2: Promoting More Equitable Distribution. The issue can also be handled through regulatory channels (i.e. licensing requirements).



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 84

Applicant: Sara Green

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Action IM 1.5.B

Existing text or map designation: Action IM-1.5.B: Planning Commission Feasibility Study: Consistent with the recommendations of the Comprehensive Plan Assessment of 2003, conduct a Mayorally-commissioned study of the feasibility of creating a Planning Commission in the District of Columbia. The report shall be prepared by outside parties and submitted to the Mayor, the Council, and the public within 120 days of the effective date of the Comprehensive Plan Amendment Act of 2006. The report shall summarize potential models for such a Commission, including its composition, roles, responsibilities, authority, staffing, and relationship to the City Council and other city commissions. 2507.9

Proposed amendment: A Planning Commission Feasibility Study should be completed within the next two years. Should that study not recommend a planning commission, the Mayor and the City Council should reorganize the Office of Economic Development and establish procedures and policies that ensure that the Office of Planning will operate separately and independently from the Office of Economic Development. Planners should be encouraged to make recommendations based on sound planning practice without considering the whether the city or a developer will obtain revenue from the project.

Rationale: The 2006 Comprehensive Plan proposes the study but does not offer an alternative or a deadline for the study's completion.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it has already been addressed. This issue was addressed in the Planning Processes Study conducted in 2008. The Council held a public roundtable in June 2008, and the final report was completed in September 2008. The comments and input received on the creation of a planning commission were not supportive.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 85

Applicant: Sara Green

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Action UD 3.1.B

Existing text or map designation: Action UD-3.1.B: Streetscape Improvement Programs: Maintain capital funding to upgrade the visual quality of District streets through programs such as Restore DC (Main Streets), Great Streets, and the DDOT Urban Forestry program. 913.22

Proposed amendment: Recognize that significant and high-visibility planting programs along underdeveloped main thoroughfares, including Georgia Avenue, encourage private investment. The city should fund more extensive and elaborate planting projects as part of the Great Streets Program and other city projects. Use the planting design to create a distinctive identify for each street. The city should encourage private developers to continue and maintain these plantings.

Rationale: The city's current tree planting program, while important, is not sufficient to provide needed improvements to city streets, and private efforts to add flowering plants on public streets are haphazard and inadequate. The current action item does not propose increasing funding for more extensive planting programs.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is a budget-related matter. Developers are currently required to adhere to public realm standards based on design guidelines created by DDOT. In addition, the District's Great Streets initiative will bring streetscape enhancements to Georgia Avenue. The design process is complete and the construction phase is currently pending. OP believes other mechanisms such as the establishment of a Business Improvement District that involves the business community and other stakeholders should be taken into consideration.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 86

Applicant: Sara Green

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Policy LU-1.3.6

Existing text or map designation: Policy LU-1.3.6: Parking Near Metro Stations. Encourage the creative management of parking around transit stations, ensuring that automobile needs are balanced with transit, pedestrian, and bicycle travel needs. New parking should generally be set behind or underneath buildings and geared toward short-term users rather than all-day commuters. 306.15

Proposed amendment: Zoning and planning policies and regulations should adopt Smart Growth principles that "decouple" housing and other development from parking. Those who rent or buy homes, apartments, offices, or retail space should buy or lease parking separately.

Rationale: The current policy encourages "creative" parking designs and policies, including underground parking, but does not go far enough.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is already addressed in Policy T.3.2.2: Employing Innovations in Parking and in Action T-3.2.D: Unbundle Parking Cost. The amendment proposal is not a new policy, substantive change to an existing policy, or a correction to an error.

Tracking Number: 87

Applicant: William Haskett

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Not provided

Existing text or map designation: N/A (broad suggestion for Comp Plan)

Proposed amendment: Incorporate the interests and concerns of adjacent jurisdictions over the likely impact of the District Comp Plan.

Rationale: Neighboring jurisdictions are usually unequal in facility, personnel or resources.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal is not appropriate because it is beyond the scope of this Amendment cycle. Additionally, regional issues are currently addressed in appropriate Elements of the Comp Plan.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 88

Applicant: William Haskett

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Not provided

Existing text or map designation: N/A (broad suggestion for Comp Plan)

Proposed amendment: Extend the normal scope of the Plan and address the needs of the city of Washington itself rather than as a simple adjunct to the Federal District.

Rationale: Require a clear separation of Plans for the city which would be sharply distinguished from the Federal Area.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is already addressed. Because of the District's role as the nation's capital, the Comprehensive Plan for the National Capital includes two components: the Federal Elements and the District Elements. Together, these elements constitute the District's mandated planning documents.

Tracking Number: 89

Applicant: William Haskett

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Trans-

Existing text or map designation: N/A (broad suggestion for Comp Plan)

Proposed amendment: Shift perspective from the monumental core to the remaining segments of the vernacular city.

Rationale: Goal is to be able to move from any part of the non-Federal city to any other part in 30 minutes.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal is not appropriate because it is beyond the scope of this Amendment cycle. Additionally, the Transportation Element addresses goals/policies for transportation system efficiency and management (T-3) and multi-modal transportation choices (T-2)



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 90

Applicant: William Haskett

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Not provided

Existing text or map designation: N/A (broad suggestion for Comp Plan)

Proposed amendment: Need a visionary plan.

Rationale: Comp Plan is a projection of the present, not a visionary plan

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal is not appropriate because it is beyond the scope of this amendment cycle. Additionally, the Comp Plan is a 20-year blueprint for planning and development in the District of Columbia. It is a visionary document by its definition.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 91

Applicant: Kilmurry Properties, LLC

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: New Policy UNE 2.8.1

Existing text or map designation: N/A(new policy)

**Proposed amendment:** Proposed New Policy Policy UNE-2.8.1: 12th Street Main Street Corridor and Retail Core. Encourage organic, neighborhood-scale, moderate-density rehabilitation and infill development in the 12th Street Main Street Corridor, with ground floors offering active retail and service offerings focused on the needs of the Brookland and surrounding neighborhood households and institutions and with a mixture of commercial and residential uses on upper stories. Within the Retail Core portion of 12th Street Main Street, between Lawrence Street and Michigan Avenue, extend this mixed use district from 12th Street west to the Brookland/CUA Metro Station Area to integrate the activity centers and promote synergies benefiting both areas and enabling 12th Street businesses to expand and compete, thus helping insure viability and continuation of their important neighborhood service function. Special care should be taken to protect the low-density character of the neighborhoods east of 12th Street and south of Lawrence Street.

**Rationale:** The 2006 Comprehensive Plan suggests neighborhood conservation treatment for the area between 12th Street's commercial corridor and the Brookland/CUA Metro Station Area. It provides very little in the way of policy guidance for 12th Street. As such, it perpetuates an outmoded and misinformed land use pattern and related policies that are certain to continue to frustrate revitalization for 12th Street, while at the same time promoting development in the Brookland/CUA Metro Station Area that will be have a significant competitive advantage for capturing demand for good and services. The result will be continuation of business failures on 12th Street to the detriment of providing for variety of goods and service to meet community needs. By promoting a connecting moderate-density mixed use sector, both areas will benefit from synergies and increased market demand. Further, the moderate increase is supported by and reinforcing of transit-oriented development policy. The entire Retail Core portion of 12th Street Main Street is within the Metro impact area -- within or less that a block outside of a 1/4 mile radius from the station.

**Recommendation:** The Amendment Proposal is NOT recommended for Council approval

**Justification:** This amendment proposal duplicates amendment tracking number #8. Therefore, only 1 amendment proposal(#8)is necessary.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 92

Applicant: Kilmurry Properties, LLC

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: Policy UNE 2.7.2

Existing text or map designation: N/A

**Proposed amendment:** Proposed New Policy Policy UNE-2.8.2: 12th Street Main Street's Traditional Character. Within the 12th Street Main Street Corridor and Retail Core, promptly update and complete surveys of properties to identify buildings and clusters of buildings that are emblematic of the special historic character of the neighborhood. Adopt a Transferable Development Rights (TDR) regime as a matter-of-right zoning permission to encourage owners to preserve contributing properties by allowing them to sell excess development rights to owners of other infill and redevelopment sites in the 12th Street Main Street Corridor and Retail Core and Brookland/CUA Metro Station Area. Use of transferred density on receiving sites should be permitted as a matter-of-right in keeping with the density and height guidelines established in the Zoning Code for planned unit developments and such other design and setback standards the Zoning Commission deems appropriate when establishing the receiving zones. The State Historic Preservation Office will work with owners of contributing properties to encourage preservation by facilitating review and assisting owners to secure available federal and local tax and other preservation incentives.

**Rationale:** The 2006 Comprehensive Plan suggests neighborhood conservation treatment for the area between 12th Street's commercial corridor and the Brookland/CUA Metro Station Area. It provides very little in the way of policy guidance for 12th Street. As such, it perpetuates an outmoded and misinformed land use pattern and related policies that are certain to continue to frustrate revitalization for 12th Street, while at the same time promoting development in the Brookland/CUA Metro Station Area that will be have a significant competitive advantage for capturing demand for good and services. The result will be continuation of business failures on 12th Street to the detriment of providing for variety of goods and service to meet community needs. By promoting a connecting moderate-density mixed use sector, both areas will benefit from synergies and increased market demand. Further, the moderate increase is supported by and reinforcing of transit-oriented development policy. The entire Retail Core portion of 12th Street Main Street is within the Metro impact area -- within or less that a block outside of a 1/4 mile radius from the station.

**Recommendation:** The Amendment Proposal is NOT recommended for Council approval

**Justification:** This amendment proposal duplicates amendment tracking number #9. Therefore, only 1 amendment proposal(#9)is necessary.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 93

Applicant: Kilmurry Properties, LLC

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: UNE 2.6.1

Existing text or map designation: Policy UNE-2.6.1: Brookland/CUA Metro Station Area. Encourage moderate-density mixed use development on vacant and underutilized property in the vicinity of the Brookland/CUA Metro station, including the parking lot east of the station. Special care should be taken to protect the existing low-scale residential uses along and east of 10th Street NE, retain the number of bus bays at the station, and develop strategies to deal with overflow parking and cut-through traffic in the station vicinity. 2416.3

Proposed amendment: Policy UNE-2.6.1: Brookland/CUA Metro Station Area (2416.3): Delete second sentence and substitute with: Special care should be taken to mitigate Metro-related auto and bus traffic on the surrounding neighborhood, retain the number of bus bays at the station, and develop strategies to deal with overflow parking and cut-through traffic in the station vicinity.

Rationale: The 2006 Comprehensive Plan suggests neighborhood conservation treatment for the area between 12th Street's commercial corridor and the Brookland/CUA Metro Station Area. It provides very little in the way of policy guidance for 12th Street. As such, it perpetuates an outmoded and misinformed land use pattern and related policies that are certain to continue to frustrate revitalization for 12th Street, while at the same time promoting development in the Brookland/CUA Metro Station Area that will be have a significant competitive advantage for capturing demand for good and services. The result will be continuation of business failures on 12th Street to the detriment of providing for variety of goods and service to meet community needs. By promoting a connecting moderate-density mixed use sector, both areas will benefit from synergies and increased market demand. Further, the moderate increase is supported by and reinforcing of transit-oriented development policy. The entire Retail Core portion of 12th Street Main Street is within the Metro impact area -- within or less that a block outside of a 1/4 mile radius from the station.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: This amendment proposal duplicates amendment tracking number #10. Therefore, only 1 amendment proposal(#10)is necessary.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 94

Applicant: Kilmurry Properties, LLC

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: UNE 2.6.2

Existing text or map designation: Policy UNE-2.6.2: Pedestrian Access Improve pedestrian safety and access to the Brookland Metro station, particularly eastward along Monroe Street (linking to the 12th Street NE shopping area) and Michigan Avenue (linking to Catholic University). 2416.4

Proposed amendment: Policy UNE-2.6.2: Pedestrian Access: Delete and substitute with "[i]mprove pedestrian safety and access to the Brookland/CUA Metro Station by linking west and east Brookland along Monroe and Michigan Avenue and particularly by encouraging access between the 12th Street Main Street Retail Core and the surrounding neighborhoods by promoting active and well designed streetscapes along the named cross streets east of the Metro Station Area."

Rationale: The 2006 Comprehensive Plan suggests neighborhood conservation treatment for the area between 12th Street's commercial corridor and the Brookland/CUA Metro Station Area. It provides very little in the way of policy guidance for 12th Street. As such, it perpetuates an outmoded and misinformed land use pattern and related policies that are certain to continue to frustrate revitalization for 12th Street, while at the same time promoting development in the Brookland/CUA Metro Station Area that will be have a significant competitive advantage for capturing demand for good and services. The result will be continuation of business failures on 12th Street to the detriment of providing for variety of goods and service to meet community needs. By promoting a connecting moderate-density mixed use sector, both areas will benefit from synergies and increased market demand. Further, the moderate increase is supported by and reinforcing of transit-oriented development policy. The entire Retail Core portion of 12th Street Main Street is within the Metro impact area -- within or less that a block outside of a 1/4 mile radius from the station.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: This amendment proposal duplicates amendment tracking number #11. Therefore, only 1 amendment proposal(#11)is necessary.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 95

Applicant: Kilmurry Properties, LLC

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: Policy UNE 2.7.3

Existing text or map designation: N/A(New Policy)

Proposed amendment: New Policy UNE-2.8.3: Pedestrian and Bicycle Access. Enhance safe and convenient access to, through and between the 12th Street Main Street Retail Core and the Brookland/CUA Metro Station Area by encouraging pedestrian and bicycle use of named streets in the retail core. Grade levels should include a balance of active, extended hour uses and entryways and store fronts that enliven the streetscape. Invest in public space improvements that present a safe and attractive environment to complement recent improvements along 12th Street.

Rationale: The 2006 Comprehensive Plan suggests neighborhood conservation treatment for the area between 12th Street's commercial corridor and the Brookland/CUA Metro Station Area. It provides very little in the way of policy guidance for 12th Street. As such, it perpetuates an outmoded and misinformed land use pattern and related policies that are certain to continue to frustrate revitalization for 12th Street, while at the same time promoting development in the Brookland/CUA Metro Station Area that will be have a significant competitive advantage for capturing demand for good and services. The result will be continuation of business failures on 12th Street to the detriment of providing for variety of goods and service to meet community needs. By promoting a connecting moderate-density mixed use sector, both areas will benefit from synergies and increased market demand. Further, the moderate increase is supported by and reinforcing of transit-oriented development policy. The entire Retail Core portion of 12th Street Main Street is within the Metro impact area -- within or less that a block outside of a 1/4 mile radius from the station.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: This amendment proposal duplicates amendment tracking number #12. Therefore, only 1 amendment proposal(#12)is necessary.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 96

Applicant: Kilmurry Properties, LLC

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: Action UNE 2.6.B

Existing text or map designation: N/A (new action)

Proposed amendment: Proposed New Action: Action UNE-2.6.B: Right-sized Off-street Parking. Formulate a strategy for providing new off-street parking spaces in numbers and locations that reflect both the transit and pedestrian orientation and the need for more parking to serve area businesses and residents and prevent spillover into the surrounding low-density neighborhoods. Provide incentives to owners undertaking renovation of existing buildings and new infill construction to incorporate right-sized and shared-use parking within projects and to minimize creation of surface lots and structures that interrupt the desired quality and continuity of the streetscape.

Rationale: The 2006 Comprehensive Plan suggests neighborhood conservation treatment for the area between 12th Street's commercial corridor and the Brookland/CUA Metro Station Area. It provides very little in the way of policy guidance for 12th Street. As such, it perpetuates an outmoded and misinformed land use pattern and related policies that are certain to continue to frustrate revitalization for 12th Street, while at the same time promoting development in the Brookland/CUA Metro Station Area that will have a significant competitive advantage for capturing demand for goods and services. The result will be continuation of business failures on 12th Street to the detriment of providing for variety of goods and service to meet community needs. By promoting a connecting moderate-density mixed use sector, both areas will benefit from synergies and increased market demand. Further, the moderate increase is supported by and reinforcing of transit-oriented development policy. The entire Retail Core portion of 12th Street Main Street is within the Metro impact area -- within or less than a block outside of a 1/4 mile radius from the station.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: This amendment proposal duplicates amendment tracking number #13. Therefore, only 1 amendment proposal(#13)is necessary.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 97

Applicant: Kilmurry Properties, LLC

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: UNE-2.6

Existing text or map designation: The Office of Planning is scheduled to conduct a comprehensive study of the area surrounding the Metro station during 2006 and 2007, including an assessment of land use and zoning, the retail environment, transit/traffic safety, urban design, cultural tourism, and heritage development. The goal of the study is to guide future development in the station vicinity in a manner that respects the low density scale of the nearby residential area (particularly the area along 10th St NE and east of 10th Street NE), mitigates parking and traffic impacts, and improves connections to nearby institutions and shopping areas. 2416.2

Proposed amendment: Delete existing text. Study has been completed.

Rationale: The proposed changes and additions will clarify official public policy for land use, economic development, historic preservation and transportation policies in this sector and in support of revitalizing 12th Street, which, in turn, establishes a basis for affected agencies and commissions to conform their regulatory and investment powers and resources to accomplish the adopted policy. Those actions will assist the affected community to press for action if agencies delay conforming regulations and fail to undertake the investments needed to make it happen. Further, such actions will establish the regulatory environment to enable existing businesses and owners to make and leverage private investments.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: This amendment proposal duplicates amendment tracking number #14. Therefore, only 1 amendment proposal(#14)is necessary.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: **98**

Applicant: Kilmurry Properties, LLC

Text or Map: M

Ward location(#)/Citywide(CW): 5

Address related information: 12th St NE main street corridor between Michigan and Rhode Island Aves NE

Element affected: UNE

Existing text or map designation: Low density residential

Proposed amendment: Change Land Use designation to moderate density residential and commercial

Rationale: Not provided.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: This amendment proposal duplicates amendment tracking number #15. Therefore, only 1 amendment proposal(#15)is necessary.

Tracking Number: **99**

Applicant: Kilmurry Properties, LLC

Text or Map: M

Ward location(#)/Citywide(CW): 5

Address related information: 12th St NE main street corridor between Michigan and Rhode Island Aves NE

Element affected: UNE

Existing text or map designation: Neighborhood conservation

Proposed amendment: Change portion of the Retail Core from neighborhood conservation to a mixed land use change and neighborhood service center designation.

Rationale: Not provided.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: This amendment proposal duplicates amendment tracking number #16. Therefore, only 1 amendment proposal(#16)is necessary.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 100

Applicant: Kilmurry Properties, LLC

Text or Map: M

Ward location(#)/Citywide(CW): 5

Address related information: Retail core facing 12th St NE between Michigan and Rhode Island Avenues NE.

Element affected: UNE

Existing text or map designation: Neighborhood conservation

Proposed amendment: Extend the 12th Street Main Street designation to cover the entire 12th Street corridor between Michigan and Rhode Island Avenues, NE.

Rationale: Not provided

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: This amendment proposal duplicates amendment tracking number #17. Therefore, only 1 amendment proposal(#17)is necessary.

Tracking Number: 101

Applicant: Kilmurry Properties, LLC

Text or Map: M

Ward location(#)/Citywide(CW): 5

Address related information: A portion of the retail core between Lawrence, 10th, Michigan Ave NE and 12th St NE.

Element affected: UNE

Existing text or map designation: Low density residential and commercial

Proposed amendment: Change Land Use designation to moderate density residential and commercial.

Rationale: Not provided.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: This amendment proposal duplicates amendment tracking number #18. Therefore, only 1 amendment proposal(#18)is necessary.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 102

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: New Policy ED 2.2: The Retail Economy

Existing text or map designation: N/A (new policy)

Proposed amendment: Add new policy ED 2.2.7: Consider an amendment to the SP2 zone in the Downtown area, to allow ground floor retail.

Rationale: The intent of this amendment is to promote a more vibrant street-scape that better meets the needs of pedestrians (workers, residents, and visitors) within the downtown area. Currently, the SP2 zone allows only very limited forms of ground floor active uses, and limits retail opportunities. Along major streets within the Downtown where the zone exists (such as 16th Street NW south of M Street), this results in needlessly unactivated streets and a lack of pedestrian amenity. The Zoning Commission and BZA have seen some requests for use variance or zone change to address this issue.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined the amendment proposal was not appropriate because it is beyond the scope of this Amendment cycle. A change to the requirements of a zoning category can be addressed through the Zoning Review process currently underway.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 103

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: ED 1.3 Creating a Knowledge Economy

Existing text or map designation: N/A (new reference)

Proposed amendment: A reference at the end of a section: See also the Environmental Protection Element for policies green jobs and businesses and the Arts and Culture Element for policies on arts and the economy.

Rationale: References relevant policies and actions.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined the amendment proposal was not appropriate because it is beyond the scope for this Amendment cycle. There is no substantive change to current policy wording.

Tracking Number: 104

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: ED 1.1 Stabilizing and Diversifying Our Economic Base

Existing text or map designation: N/A (new reference)

Proposed amendment: A reference at the end of a section: See also the Arts and Culture Element for policies on temporary uses for revitalization of commercial corridors

Rationale: References relevant policies and actions.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined the amendment proposal was not appropriate because it is beyond the scope for this Amendment cycle. There is no substantive change to current policy wording.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 105

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: ED 1.1 Stabilizing and Diversifying Our Economic Base

Existing text or map designation: N/A (new action)

Proposed amendment: Proposed New Action: Action ED-1.1.C: Business Support Structures. Streamline processes and create a (more) centralized system to assist businesses to meet regulatory requirements quickly and efficiently, with a particular focus on serving small businesses. Centralize information and assistance to small and local businesses about starting a new business, business permitting processes, zoning, fees and regulations, incentives, financing, unique programs and opportunities. Create a fast-track permits and approvals system for businesses interested in opening or expanding in priority, underserved neighborhoods.

Rationale: Issue not addressed in the 2006 Plan, but is significant to supporting businesses and employers of all sizes to be competitive in the District. Increases opportunities for businesses to open, expand and remain in Washington, DC.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a new action item that reflects economic development policy regarding small business development.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 106

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: ED 2.2The Retail Economy

Existing text or map designation: N/A (new policy)

Proposed amendment: Proposed New Policy: Policy ED-2.2.8: Capital for Retail in Strategic Areas. Consider opportunities to fund and capitalize small retail businesses in strategic locations where retail or services may be lacking, or to build a commercial niche. This may include incentives to attract categories of businesses, grants or tax credits to help retail entrepreneurs bring vacant or underused retail spaces into code compliance, or loan guarantee programs to leverage credit for start-up costs.

Rationale: Addresses financing needs for small businesses to remain or open in underserved or transitioning neighborhoods.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is already addressed in Policy ED-3.2.1 and Action ED-3.2.B and ED-3.2.D.

Tracking Number: 107

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: ED 2.2The Retail Economy

Existing text or map designation: N/A (new policy)

Proposed amendment: Proposed New Policy: Policy ED-2.2.9: Clustered Retail at Transit. Cluster retail around areas of high foot-traffic including metro exits, bike trails, future street-car stops and other multi-modal meeting points. Create strong nodes with character to effectively link retail and transit.

Rationale: Seeks to create a critical mass of retail at transit areas, to increase walkability and services to residents; supports businesses.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a new policy initiative that makes a substantive difference in policy application. It reflects the findings of the Retail Action Strategy and reflects current transit policy.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: **108**

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: ED 1.2 Sustaining the Federal Presence

Existing text or map designation: N/A (new action)

Proposed amendment: Proposed New Action: Action ED-1.3.D: Link Federal Research and Enterprises. Create structures to better link federal agencies that conduct research with local businesses to foster the commercialization and production of new technology, enterprise development, and generation of patents in the District.

Rationale: Issue not addressed in the 2006 Plan, but is significant to supporting federal agencies and local businesses, as well as contributing to economic base of the District. Expands employment opportunities and solidifies competitiveness.

Recommendation: The amendment proposal is recommended for Council approval with modifications

Justification: The amendment proposal is a new action that supports new policy initiative. The amendment proposal should be modified by replacing the word, "structures" with the "partnerships".



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 109

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: ED 1.3 Creating a Knowledge Economy

Existing text or map designation: N/A (new action)

Proposed amendment: Proposed New Action: Action ED-1.3.D: Creative or Green Zones and Employment Centers. Assess opportunities to establish designated areas to support, attract, and/or grow businesses and institutions in the creative and green sectors. The assessment should compare the costs and benefits of distinct locations, required incentives, job growth opportunities, and infrastructure requirements. Consider if/where opportunities exist for the production of green or creative sector inputs, as well as ancillary services.

Rationale: Guides the creation of new jobs.

Recommendation: The amendment proposal is recommended for Council approval with modifications

Justification: This amendment proposal is an new action that supports new economic development and sustainability policy initiatives. The new action should be added to E-5.3 Environment and Economy, as new action E-5.3.E.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 110

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: ED 2.2The Retail Economy

Existing text or map designation: N/A (new policy)

Proposed amendment: Proposed New Policy: Policy ED-2.2.8: Innovative Retail Identify and implement new strategies to recapture retail sales leaking into Maryland and Virginia suburbs. This could include mobile retail units in neighborhoods in which there might not be enough market demand to support an entire store and for helping new businesses establish themselves, or pop-up stores to introduce new products and concepts, provide seasonal merchandise and services, and fill commercial buildings during periods of short-term vacancy.

Rationale: Addresses new opportunities to meet demand in underserved or transitioning neighborhoods.

Recommendation: The amendment proposal is recommended for Council approval

Justification: This amendment proposal is a new policy that supports a broader retail/economic development strategy for interim uses.

Tracking Number: 111

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: ED 1.1 Stabilizing and Diversifying Our Economic Base

Existing text or map designation: N/A (new policy)

Proposed amendment: Proposed New Policy: Policy ED-1.1.6: International Assets - Draw on international business and institutional assets to develop international centers for learning, knowledge sharing and trade. Expand cultural opportunities to residents & visitors, and create links between Washington, DC and foreign cities, industries, retail, institutions, and markets.

Rationale: The change will increase cultural opportunities to residents, strengthen the city as an international center, and create direct and indirect employment opportunities.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a new policy initiative that makes a substantive difference in policy application.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 112

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: ED 3.1 Strengthening Neighborhood Commercial Centers

Existing text or map designation: N/A (new policy)

Proposed amendment: Proposed New Policy: Policy 3.1.8: Neighborhood Retail District Identity & Promotion. Brand the distinct character of retail districts through signature promotional events, signage, streetscape, district gateways, as well as building unique retail clusters where appropriate.

Rationale: Will build on existing neighborhood assets and increase visitors and a sense of community.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a new policy initiative that makes substantive difference in policy application. It supports the findings of the Retail Action Strategy.

Tracking Number: 113

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: ED 3.2 Small and Locally-Owned Businesses

Existing text or map designation: N/A (new policy)

Proposed amendment: Proposed New Policy: Policy ED-3.2.9: New Distribution Channels. Help small and locally owned businesses develop new distribution channels, such as online storefronts, neighborhood deliveries, mobile retail units, wholesale sales to other retail businesses, "store-in-store" sales within other businesses, and participation in group markets.

Rationale: Will support small and local businesses and retain retail/services in neighborhoods.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is not a substantive change in policy and is addressed through Policy ED 3.2.1: Small Business Retention and Growth.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 114

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: ED 2.2.7 Planning for Retail

Existing text or map designation: Policy ED-2.2.7: Planning For Retail. Coordinate neighborhood planning efforts with the District's economic development planning and implementation programs in order to improve retail offerings in local commercial centers. 708.11

Proposed amendment: ED 2.2.7 Planning for Retail. Coordinate neighborhood planning efforts with the District's economic development planning and implementation programs in order to improve and balance retail offerings in local commercial centers. Consolidate retail according to existing and forecasted demand, and consider converting retail to other uses where an increased consumer base is required.

Rationale: Addresses balance of existing and upcoming retail opportunities with demand. Will help guide initiatives and policies that influence retail location and requirements.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal adds clarity to existing policy wording that will coordinate implementation based on planning in the neighborhoods. It will help guide initiatives and policies that influence retail location and requirements.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 115

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): 7

Element affected: Far Northeast & Southeast Area Element FNS 2.7.1 Skyland Revitalization

Existing text or map designation: Policy FNS-2.7.1: Skyland Revitalization. Revitalize Skyland Shopping Center as an essential, dynamic community scale retail center. Together with the Good Hope Marketplace, these two centers should function as the primary business district for adjacent neighborhoods, providing a diverse array of quality goods and services for area residents. 1717.3

Proposed amendment: Amend existing language to provide additional clarity for the development of this site, in accordance with mixed use, transit-oriented goals and objectives. FNS-2.7.1: Skyland Revitalization. Revitalize Skyland Shopping Center as an essential, dynamic community scale mixed use residential / retail transit oriented center. [Rest of text is same]

Rationale: The Comp Plan, Section FNS 2.7 in particular, notes the importance of the redevelopment of this site, both to the immediate neighborhood and to the District as a whole, as a "Town Center". Typically, this includes a residential component as part of the development, and this is what is planned for this critical site. Numerous other sections note the importance of the creation of new mixed use neighborhoods. The change would encourage the use of mixed-use, transit-oriented development principles in the design for this site.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment does not make a substantive change to existing land use policy. The Future Land Use Map has designated the area for Moderate Density, which allows for zoning that encourages mixed use development.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 116

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: ED Action 1.1.A Economic Development Strategic Plan

Existing text or map designation: Action ED-1.1.A: Economic Development Strategic Plan. Prepare an Economic Development Strategic Plan that lays out in greater detail the steps the District must pursue to maintain and grow its economy. This plan should cover all economic sectors, evaluate competitiveness, and include strategies for workforce development and business attraction and retention. It should be developed through broad input from stakeholders, including resident, industry and education interests. 703.14

Proposed amendment: ED Action 1.1.A: Economic Development Strategic Plan. Prepare an Economic Development Strategic Plan that lays out in greater detail the steps the District must pursue to maintain and grow its economy. This plan should cover all economic sectors, evaluate competitiveness, include strategies for workforce development and business attraction and retention, and identify necessary infrastructure upgrades. Highlight emerging themes and sectors including international, creative, innovative and green. The plan should be developed through broad input from stakeholders, including resident, industry and education interests. It should also include recommendations for a comprehensive marketing and city branding effort that promotes core and emerging areas of competitiveness and opportunity in the District.

Rationale: Focuses on areas important to create a competitive city and support target sectors.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined the amendment proposal was not appropriate because the proposed new wording can be addressed through the scope of the Economic Development Strategic Plan.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 117

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: ED 2.3.7 Visitor Information Services

Existing text or map designation: Policy ED-2.3.7: Visitor Information Services. Provide more effective visitor information services, including information on tourist attractions and services, and transportation, lodging, dining, cultural and entertainment options. 709.11

Proposed amendment: ED 2.3.7: Visitor Information Services. Provide more effective visitor information services, including information on tourist attractions and services, and transportation, lodging, dining, cultural and entertainment options. Highlight the many options within neighborhoods, and the transit linkages from Downtown/Gallery Place/the National Mall, including SmartBike.

Rationale: Highlights amenities in neighborhoods. Will bring visitors to neighborhood entertainment and restaurant areas.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is not a substantive change in policy application.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 118

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): 8

Element affected: FSS-2.1.A

Existing text or map designation: Action FSS-2.1.A: Government Center. Complete the Anacostia Gateway Government Center, which will include the headquarters for the District Department of Transportation, by 2008. Ensure that streetscape and landscape improvements take place concurrently. 1811.8

Proposed amendment: Remove the language "Complete the Anacostia Gateway Government center, which will include headquarters for the DDOT, by 2008. Ensure that streetscape and landscape improvements take place concurrently".

Rationale: The action item specifically states that the Anacostia Gateway Government center will include headquarters for the District Department of Transportation (DDOT). The District Department of Transportation (DDOT) is no longer planned to relocate to this location. The language could remain and could be addressed through the implementation database.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is not appropriate for this Amendment cycle because it can be handled through the Comp Plan Action Item Quarterly Update process.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 119

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): 6

Element affected: Lower Anacostia Waterfront/Near Southwest Area Element AW 2.2 Buzzard Point Plan

Existing text or map designation: Action AW-2.2.C: Buzzard Point Plan. Work collaboratively with the Anacostia Waterfront Corporation in developing a detailed area plan for Buzzard Point. The Plan should address the future of industrial and utility uses in Buzzard Point, identify concepts and standards for new development, and address a range of related urban design, transportation, infrastructure, environmental, and community service issues. The feasibility of access along the Fort McNair waterfront also should be addressed. 1912.16

Proposed amendment: Amend existing language to remove reference to the AWC and provide more directed development guidance for Buzzard Point. AW-2.2.C: Buzzard Point Plan. Development in Buzzard Point should address the future of industrial and utility uses within an area designated for mixed medium to high density commercial and residential uses, and address a range of related urban design, transportation, infrastructure, environmental, and community service issues. The feasibility of access along the Fort McNair waterfront also should be addressed. 1912.16

Rationale: The amendment would remove the reference to the AWC, but also provide more direct guidance for Buzzard Point development in accordance with existing, adopted planning efforts.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal changes existing wording of an action. The proposed wording change does not make a substantive difference to the intent of the action. Additionally, Amendment Proposal #57 addresses the change to all references to AWC.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 120

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): 6

Element affected: Capitol Hill Area ElementMap 15.1

Existing text or map designation: N/A (map)

Proposed amendment: Map of Policy Focus Areas for the Capitol Hill Area Element has an inconsistency between map and legend - the H Street / Benning Road focus area is shown "pink" on the map; the legend shows it in light blue.

Rationale: Technical correction to color coding - no change in substance proposed. To make the map more accurate, clearer, and easier to use.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal corrects an error on Map 15.1, Capitol Hill Policy Focus Areas, in the Capitol Hill Area Element, page 15-21. There is an inconsistency between the map and the legend. The H Street/Benning Road focus area is shown in "pink" on the map; the legend shows it in light blue.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 121

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Glossary

Existing text or map designation: Single room occupancy: A building that houses people in single rooms, usually with shared bathroom and kitchen facilities, at a low rent and usually located in or near a downtown area.

Proposed amendment: In the glossary, amend the definition for SRO's Single room occupancy: A building that houses people in single rooms, usually with shared bathroom and kitchen facilities, at a low rent and usually located in areas of higher density.

Rationale: The Comp Plan definition currently limits SRO's to the downtown, which is not consistent with statements related to providing services throughout the District and avoiding over-concentration in any one area. The change would allow more flexibility in the placement of SRO's, but limit them to higher density areas.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the final review process, the Office of the Attorney General advised OP that the Glossary section is not part of the legislation approving the original Comp Plan. Therefore, this amendment is not necessary.

Tracking Number: 122

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): 7

Element affected: FNS-2.3.2

Existing text or map designation: Policy FNS-2.3.2: 61st and Dix. Improve the commercial area along Dix Street between 60th and Eastern Avenue, encouraging new retail businesses and services that benefit the adjacent community. 1713.5

Proposed amendment: Dix Street, NE between 61st St., NE and Eastern Avenue, NE

Rationale: Technical correction. The text is confusing because it does not correlate with the Policy title. The correct boundaries will more clearly define where retail development is encouraged in this area.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The proposed amendment is a change to existing policy wording that makes a substantive difference in its interpretation or application; it clarifies the sited geography.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 123

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): 2

Element affected: Central Washington Element CW-2.2.2 East End Theater District

Existing text or map designation: Policy CW-2.2.2: East End Theater District. Promote the area bounded by 6th Street, 14th Street, F Street, and Pennsylvania Avenue as an internationally recognized theater district, capitalizing on the presence of existing theaters like the National, Warner, Ford's, Woolly Mammoth, and the Shakespeare's Lansburgh Theater—and new theaters such as the Sidney Harmon Center and the Washington Stage Guild. Marketing, promotion, signage, and special programs should be used to “brand” the area as the region's top performing arts center. Complementary evening uses such as restaurants should be encouraged in this area. 1612.7

Proposed amendment: Correct a spelling error - replace "Harmon" with "Harman."

Rationale: Spelling correction only

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal corrects an error.

Tracking Number: 124

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: LU-4.3.B

Existing text or map designation: N/A (new action)

Proposed amendment: Incorporate New Action LU-4.3.B into Comp Plan in order to further explain which zone districts are deemed consistent with the various intensities of the Comp Plan land use designations, and expand this to include mixed land use designations.

Rationale: Explanation of Land Use Designations.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The proposed amendment seeks to list compatible zones for land use designations. It is more appropriate to undertake this effort after the completion of the Zoning Review process, currently underway.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 125

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): 8

Element affected: Lower Anacostia Waterfront/Near Southwest Area Element AW 1.1.2 New Waterfront Neighborhoods

Existing text or map designation: Policy AW-1.1.2: New Waterfront Neighborhoods. Create new mixed use neighborhoods on vacant or underutilized waterfront lands, particularly on large contiguous publicly-owned waterfront sites. Within the Lower Anacostia Waterfront/Near Southwest Planning Area, new neighborhoods should be developed at the Southwest Waterfront, Buzzard Point, Poplar Point, Southeast Federal Center and Carrollsborg areas. These neighborhoods should be linked to new neighborhoods upriver at Reservation 13, Poplar Point, and Kenilworth-Parkside. A substantial amount of new housing and commercial space should be developed in these areas, reaching households of all incomes, types, sizes, and needs. 1908.3

Proposed amendment: Minor amendment to remove duplicate (second) reference to "Poplar Point" Policy AW-1.1.2: New Waterfront Neighborhoods. Create new mixed use neighborhoods on vacant or underutilized waterfront lands, particularly on large contiguous publicly-owned waterfront sites. Within the Lower Anacostia Waterfront/Near Southwest Planning Area, new neighborhoods should be developed at the Southwest Waterfront, Buzzard Point, Poplar Point, Southeast Federal Center and Carrollsborg areas. These neighborhoods should be linked to new neighborhoods upriver at Reservation 13, and Kenilworth-Parkside. A substantial amount of new housing and commercial space should be developed in these areas, reaching households of all incomes, types, sizes, and needs

Rationale: Technical error. Action item refers to Poplar Point as being both a "new mixed use neighborhood" and an up-river new neighborhood with which it should be linked. Remove redundant second reference.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal corrects an error.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 126

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Framework Element

Existing text or map designation: It should also be acknowledged that because of the scale of the Future Land Use Map and the fine-grained pattern of land use in older parts of the city, many of the areas shown purely as "Commercial" may also contain other uses, including housing. Likewise, some of the areas shown as purely "Residential" contain existing incidental commercial uses such as cornerstores or gas stations, or established institutional uses such as churches. The "Mixed Use" designation is intended primarily for larger areas where no single use predominates today, or areas where multiple uses are specifically encouraged in the future. 225.20

Proposed amendment: At the end of the Future Land Use Map and Categories section (page 2-36, Section 225.20) is a paragraph that would provide more clarity if moved to the front of this section (after or part of Section 225.1). "It should also be acknowledged that because of the scale of the Future Land Use Map and the fine-grained pattern of land use in older parts of the city, many of the areas shown purely as "Commercial" may also contain other uses, including housing. Likewise, some of the areas shown as purely "Residential" contain existing incidental commercial uses such as corner stores or gas stations, or established institutional uses such as churches. The "Mixed Use" designation is intended primarily for larger areas where no single use predominates today, or areas where multiple uses are specifically encouraged in the future."

Rationale: Provide more clarity and certainty of intent of the statement in the Comp Plan, pertaining to the Generalized Land Use map. Clarification only - no change in policy.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is beyond the scope of this Amendment cycle and is more appropriate during the next major update/revision of the Comp Plan.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 127

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Arts and Culture AC 2.1.3 Reuse of Vacant and/or Underutilized Buildings

Existing text or map designation: Policy AC-2.1.3: Reuse of Vacant and/or Underutilized Buildings. Support the temporary reuse of vacant and/or underutilized storefronts and other non-residential buildings for arts exhibition. 1406.5

Proposed amendment: Expand text of current policy. AC 2.1.3: Reuse of Vacant and/or Underutilized Buildings. Support the temporary reuse of vacant and/or underutilized storefronts, sites, and other non-residential buildings for arts exhibition, artist work-space, window displays, or other creative uses.

Rationale: Focuses on activities to support the arts as well as revitalize underutilized spaces.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing policy wording that makes a substantive difference.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 128

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: PROS 1.1.4 - New

Existing text or map designation: N/A (new policy)

Proposed amendment: Mini-parks identity. "Develop a coherent identity for the mini-parks. A uniform look for all mini-parks is not the goal, but rather a coordinated approach to management among the various government agencies that can define the role of small parks in the larger park system, help the agencies manage them more efficiently, and promote system-wide investment of resources."

Rationale: Recent work completed as part of CapitalSpace has specifically looked at challenges and opportunities that small parks have. Nothing in the Parks and Recreation Element of the Comprehensive Plan specifically addresses small parks. Small parks throughout the District fall under the jurisdiction of three different agencies: the National Park Service, the DC Department of Parks and Recreation, and the DC Department of Transportation. The proposed change recommends developing a coordinated strategy for managing these small parks, something that is currently not being done. The proposed change will provide direction for two District agencies responsible for managing small parks, and will give guidance for how the two agencies should work with one federal agency with similar responsibilities.

Recommendation: The amendment proposal is recommended for Council approval with modifications

Justification: The amendment proposal is a new policy and reflects the CapitalSpace initiative. The wording should be modified as "Mini-Parks. Develop a coherent identity for the parks that are less than 1/3 acre in size through a coordinated approach to management among the various government agencies that can define the role of "mini-parks" in the larger park system, help the agencies manage them more efficiently, and promote system-wide investment of resources."



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 129

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: PROS-3.3.B

Existing text or map designation: N/A (new action)

**Proposed amendment:** Small Parks Database: "Develop a shared database of small parks to inform coordination efforts between agencies and with the public, including data on: ownership, size, location, function, level of use, historic or cultural value, commemorative elements, programs and condition. Assess existing agency jurisdiction for certain small parks to ensure that each parcel is managed effectively to meet District and/or federal objectives and clarify responsibilities of the managing agencies."

**Rationale:** Currently there is no one place where data on all small parks is located. This makes planning for small parks difficult at best, impossible at worst. Residents or government agencies seeking information on any single small parks have no way of knowing what agency has jurisdiction over a small park, and consequently its intended use of function. The proposed amendment provides guidance for how a small park database would be created and the relevant information it would include.

**Recommendation:** The amendment proposal is recommended for Council approval with modifications

**Justification:** The amendment proposal supports the CapitalSpace initiative . The amendment proposal should be a new action, instead of a new policy. OP, DPR, NPS, and NCPC are responsible for implementing the new action. The proposed amendment should read: Action PROS-3.3.B: Small Parks Database: Develop a shared database of "small parks" that are more than 1/3 acre and no more than 1 acre in size to inform coordination efforts between agencies and with the public, including data on: ownership, size, location, function, level of use, historic or cultural value, commemorative elements, programs and condition. Assess existing agency jurisdiction for certain small parks to ensure that each parcel is managed effectively to meet District and/or federal objectives and clarify responsibilities of the managing agencies.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 130

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: PROS 3.3.3 - New

Existing text or map designation: N/A (new policy)

Proposed amendment: Prioritize Small Park Cluster Improvements: "Prioritize improvements of small park clusters in areas with limited access to parks and open space and a growing population. Apply common themes such as sustainability, place-making or connectivity to plan, enhance and maintain the small parks as a system."

Rationale: There is currently nothing in the Comprehensive Plan about making enhancements to small parks. Recent work completed as part of CapitalSpace has specifically looked at challenges and opportunities for small parks, including how to best manage this previously unrecognized network of park space. The proposed change will provide direction for two District and one federal agency in regards to implementing improvements plans for small parks. This action is one of several steps needed to achieve larger planning goals for small parks within the park and open space system.

Recommendation: The amendment proposal is recommended for Council approval with modifications

Justification: The amendment proposal is a new policy initiative and supports the CapitalSpace initiative. The proposed new amendment should read as: "Small Park and Mini-Park Cluster Improvements: Prioritize improvements of small park and mini-park clusters in areas with limited access to parks and open space and a growing population. Apply common themes such as sustainability, place-making or connectivity to plan, enhance and maintain the small parks as a system."



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 131

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: PROS-2.2.F - New

Existing text or map designation: N/A (new action)

Proposed amendment: Permit Application for Reserving Athletic Fields: "Develop a one-stop, on-line permit application system for reserving athletic fields that integrates Federal and District athletic fields under the jurisdiction of NPS, DPR, and DCPS."

Rationale: There is currently nothing in the Comprehensive Plan about permitting systems for athletic fields. Currently, fields are permitted through one of three agencies: the National Park Service, the Department of Parks and Recreation, or through DC Public Schools. Each agency has its own method of tracking and managing field reservations, a situation that causes confusion for residents. Current field reservation processes and fees vary depending on which agency has jurisdiction over a field. An online permitting process that is seamless to the public - where ownership, fees, and reservation requirements are managed behind the scenes - simplifies the public interaction with government agencies through new technology that has previously been unavailable.

Recommendation: The amendment proposal is recommended for Council approval with modifications

Justification: The amendment proposal is a new action that supports the CapitalSpace policy initiative. The wording should be modified as "Better integrate federal and District athletic fields under the jurisdictions of NPS, DPR and DCPS."



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 132

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Arts and Culture AC 2.1 Increasing Opportunities for Public Art

Existing text or map designation: N/A (new action)

Proposed amendment: Proposed New Action. Action AC-2.1.D: Temporary Use Regulatory Framework. Establish or amend the regulatory framework to foster the use of vacant land and sites for temporary, creative uses. Address streamlined permitting and regulatory requirements pertinent to shorter-term and alternative uses.

Rationale: Will allow for creative uses to open, expand and remain in the District, as well as expand employment opportunities. Will allow for policies (including AC-2.1.3) to be implemented.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a new action that supports creative economy policy. It will allow for creative uses to open, expand and remain in the District, as well as expand employment opportunities. The wording should be modified as "Establish or amend the regulatory environment and/or guidelines to foster the use of vacant land and sites for temporary, creative uses. Address streamlined permitting and regulatory requirements pertinent to shorter-term and alternative uses."



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 133

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Urban Design UD-1.3 Improving Waterfront Identity and Design

Existing text or map designation: N/A (diagrams)

Proposed amendment: Minor adjustments to the diagrams to better illustrate and describe the intended purposes: 1. Amend "encouraged" diagram to provide a broader range of alternative solutions that meet the goals and policy intent; and 2. Amend title of each diagram or provide a summary description to say what is encouraged or discouraged in the diagram.

Rationale: Not a new policy. Minor diagrammatic clarification to better and more directly address the impact that building form, massing, and siting can have on protecting or enhancing viewsheds. Provides some additional clarity on how buildings are intended to address the riverfront.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is not new policy. While the diagrams/graphics could be improved, the policy is clear in UD-1.3.4



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 134

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: EDU-1 K-12 School Facility Planning 1202.4

Existing text or map designation: N/A (broad policy suggestion)

**Proposed amendment:** The District of Columbia Public Education Reform Amendment Act of 2007 created a new and re-organized structure of educational leadership. Direct Mayoral control over DCPS as a cabinet-level agency was created. The Mayor appointed a Deputy Mayor for Education to support in developing and implementing the education reform vision. In addition, the Mayor appointed a Chancellor to oversee day-to-day operations of DCPS, including academic improvement/student performance, hiring, etc. The Office of the State Superintendent of Education (OSSE) requests, distributes and monitors the use of federal grant monies, sets state policy and regulations and supports and advises the DC State Board of Education. The DC State Board of Education is responsible for advising OSSE on educational matters, including: state standards; state policies, including those governing special, academic, vocational, charter and other schools; state objectives; and state regulations proposed by the Mayor or the State Superintendent of Education. The Office of Public Education Facilities Modernization (OPEFM) oversees the maintenance, construction and modernization of all DCPS facilities. All Public Charter Schools receive authority and oversight from the DC Public Charter School Board.

**Rationale:** The 2006 Comp Plan was developed prior to significant changes in K-12 public education governance in the District since 2007. The proposed change updates the recent change in governance and remains in line with the Comp Plan.

**Recommendation:** The amendment proposal is recommended for Council approval

**Justification:** The amendment proposal addresses a new policy initiative (education governance) that makes a substantive difference in policy application or action.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 135

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: EDU -1.5.5

Existing text or map designation: Policy EDU-1.5.5: Adaptive Re-Use. In the event that surplus DCPS facilities are converted to non-school uses, require the new uses to be sensitive to neighborhood context and to mitigate impacts on parking, traffic, noise, and other quality of life factors. Provide for public review of potential new uses, and ensure that any issues related to prior jurisdiction over the site by the federal government are addressed. 1207.14

Proposed amendment: Policy EDU-1.5.5: Adaptive Re-Use. In the event that DCPS facilities are surplus or converted to non-school uses, require the new uses to be sensitive to neighborhood context and to mitigate impacts on parking, traffic, noise, and other quality of life factors. Provide for public review of potential new uses, and ensure that any issues related to prior jurisdiction over the site by the federal government are addressed.

Rationale: The existing language needs to be edited to reflect the District's planning policy and priorities. The proposed change is for consistency with the use of terms in the language of various District planning documents. The impact of the proposed change will create consistency with planning language throughout District planning documents. The proposed change adds language to make the use of terms in District planning documents consistent for the adaptive re-use of DCPS facilities.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing policy wording that make a substantive difference.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 136

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: UNE-2.1.C

Existing text or map designation: Action UNE-2.1.C: Crummell School Reuse. Rehabilitate the historic Crummell School for a community benefit use, such as adult education, a trade school, or art studio space. Crummell School was built in 1911 and educated African-American school children from that time until 1972. The structure—which is a designated historic landmark—has been vacant for more than 30 years. 2411.11

Proposed amendment: Action UNE-2.1.C: Crummell School Reuse. A high priority should be given to the rehabilitation of the historic Crummell School with a mix of uses for community benefit such as workforce/affordable housing, job training, or meeting space. Crummell School was built in 1911 and educated African-American school children from that time until 1972. The structure – which is a designated historic landmark – has been vacant for more than 30 years.

Rationale: The existing language should be edited to reflect planning priorities and recommendations as developed in the Northeast Gateway Revitalization Strategy. This should be included in the Upper Northeast Area Element. The proposed change is for consistency with the Northeast Gateway Revitalization Strategy so that both documents reflect current planning policy. The impact of the proposed change will create consistency with priorities and recommendations for the Northeast Gateway. The proposed change strengthens the language based on the recommendation to redevelop Crummell School in the Northeast Gateway Revitalization Strategy.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing wording that make a substantive difference.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 137

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): 4

Element affected: Policy RCE 2.4

Existing text or map designation: RCE-2.4: The large senior population in the Brightwood area creates the need for additional senior housing and assisted living facilities in this area. The revitalization of Kennedy Street provides an opportunity for such development, possibly combined with retail uses and senior services. A new Wellness Center on the street will provide a potential catalyst for new senior housing. 2214.3

Proposed amendment: There are specific references to the provision of senior housing and assisted living facilities in RCE-2.4. These references should be removed and/or replaced to accurately reflect the corridors housing demand per the market analysis conducted during the planning process. The paragraphs should be replaced with the following. RCE-2.4: The diverse population in the Brightwood area provides an opportunity to bolster the tenant mix and attract new mixed-use development. Because of existing services, such as the newly built Hattie B. Holmes Senior Wellness Center at the 300 block of Kennedy, new mixed use development, with street activated uses and mixed income housing above will catalyze revitalization along the corridor.

Rationale: The new text provides accurate assumptions of how the corridor should evolve and accommodate the anticipated neighborhood demand, which should be inclusive of all generations of residents in the neighborhood. The proposed comp plan text should accurately reflect the recommendations and language indicated in the Kennedy Street revitalization plan.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a new policy that reflects the recommendations of the Kennedy Street Corridor Revitalization Plan approved by Council.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 138

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): 4

Element affected: Policy RCE 2.4.2

Existing text or map designation: Policy RCE-2.4.2: Housing along Kennedy Street. Encourage moderate density mixed use projects along Kennedy Street, including housing. Capitalize on the new Wellness Center by promoting new housing for seniors in its vicinity. 2214.5

Proposed amendment: There are specific references to the provision of senior housing and assisted living facilities in RCE-2.4. These references should be removed and/or replaced to accurately reflect the corridors housing demand per the market analysis conducted during the planning process. The paragraphs should be replaced with the following. RCE-2.4.2: Encourage moderate density mixed use projects along Kennedy Street, including mixed income housing to serve all generations of residents in the neighborhood.

Rationale: The new text provides accurate assumptions of how the corridor should evolve and accommodate the anticipated neighborhood demand, which should be inclusive of all generations of residents in the neighborhood. The proposed comp plan text should accurately reflect the recommendations and language indicated in the Kennedy Street revitalization plan.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a new policy that reflects the recommendations of the Kennedy Street Corridor Revitalization Plan approved by Council.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 139

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): 8

Element affected: FSS-2.2.4

Existing text or map designation: Policy FSS-2.2.4: Development Density. Provide development densities and intensities on the site that are compatible with adjacent residential neighborhoods—with moderate to medium density residential and commercial on most of the site, and higher densities clustered in the area closest to the Congress Heights Metrorail station. 1812.7

Proposed amendment: Modify language in Policy FSS-2.2.4 to be consistent with high density development language that is included within the approved small area plan. The areas for high density include the North Campus subarea and the area surrounding the ravine to take advantage of the steep topography to accommodate additional height and density without negatively impacting view sheds.

Rationale: The current Comprehensive Plan does not reflect the most current policy direction and land use recommendations as formulated in the Saint Elizabeths East Redevelopment Framework Plan. The proposed change is for consistency with the approved small area plan so that both documents reflect current policy and planning priorities.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change in wording that reflects the Council-approved Saint Elizabeths East Redevelopment Framework Plan. Amendment should read: "Provide development densities and intensities on the site that are compatible with adjacent residential neighborhoods - with moderate to medium density residential and commercial on most of the site for high density development, include the north campus subarea and the area surrounding the ravine to take advantage of the steep topography to accommodate additional height and density without negatively impacting viewsheds"



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 140

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): 8

Element affected: FSS-2.2.5 (New)

Existing text or map designation: N/A (new policy)

Proposed amendment: Create a new policy that talks about the economic development benefits that Ward 8 will encounter through the location of the Department of Homeland Security on the West Campus and also as a tenant on the northern portion of the East Campus.

Rationale: The current Comprehensive Plan does not reflect the most current policy direction and land use recommendations as formulated in the Saint Elizabeths East Redevelopment Framework Plan. The proposed change is for consistency with the approved small area plan so that both documents reflect current policy and planning priorities.

Recommendation: The amendment proposal is recommended for Council approval with modifications

Justification: The amendment proposal is a new policy/change that reflects the Council-approved Saint Elizabeths East Redevelopment Framework Plan. The new policy should read as "Leveraging Neighborhood Economic Development: Use the location of the Department of Homeland Security on the West Campus and a portion of the East Campus as leverage tool to bring needed economic development opportunities to Ward 8, especially retail opportunities to serve both the new daytime and existing residential populations."



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 141

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Glossary

Existing text or map designation: Alternative energy source: A source of energy other than petroleum products, coal, or nuclear energy.

Proposed amendment: In the glossary, update the definition of "alternative energy source". Renewable energy: A source of energy generated from natural resources such as sunlight, wind, rain, tides, and geothermal heat which are renewable. These are generally alternative energies other than petroleum products, coal, or nuclear energy.

Rationale: The Comp Plan contains many references to the use of "alternative energy sources", which generally denote renewable energy sources. The proposed terminology and definition are more exact and consistent with current industry language.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the final review process, the Office of the Attorney General advised OP that the Glossary section is not part of the legislation approving the original Comp Plan. Therefore, this amendment is not necessary.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 142

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Glossary

Existing text or map designation: Sustainability/sustainable (development): A philosophy of managing development that merges economic, social, and environmental considerations, and that minimizes the consumption of nonrenewable resources.

Proposed amendment: In the glossary, separate and update the definitions for "sustainability" and "sustainable development". Sustainability: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs (based on the Brundtland Commission Report, United Nations, 1987). Sustainable development: A philosophy of managing development that merges economic, social, and environmental considerations, and that minimizes the consumption of nonrenewable resources.

Rationale: The Comp Plan contains many references to the use of sustainable practices. The proposal would add clarity and ensure that the terms are up to date, and provide separate definitions for the concept of sustainability and the practice of sustainable development.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the final review process, the Office of the Attorney General advised OP that the Glossary section is not part of the legislation approving the original Comp Plan. Therefore, this amendment is not necessary.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 143

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Economic Development Overview

Existing text or map designation: Over the next twenty years, the District is projected to add 125,000 jobs. The single greatest economic development challenge facing the city will be to link more of these jobs to District residents. This will not only create wealth and opportunity within the city, it will offset commuter traffic, reduce social service expenses, and improve the quality of life for thousands of households. Confronting this challenge successfully will require a multi-pronged strategy to improve our educational system, increase vocational training, strengthen workforce preparedness, and improve the regional transportation network to support job access. 700.10

Proposed amendment: Replace first sentence of 700.10 with: Over the next twenty years, the District is projected to add 125,000 jobs. Many of these job opportunities will be green jobs that are a result of the District's efforts to create a more sustainable city. As it becomes apparent that human development patterns are adversely impacting the environment, businesses and local governments are leading the charge towards more green practices.

Rationale: Green jobs is not addressed or needs further clarification. Issues reflects current practices or policies with State, local or Federal government agencies, with special emphasis on the use of Federal resources through the ARRA. The proposed change attracting, retaining or creating green job opportunities will help the District achieve stated goals and objectives and will help the District remain a national leader among cities in the area of sustainability.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The proposed change to existing policy wording does not make a substantive difference. The text of the amendment proposal is too specific for the Overview section of the Economic Development Element. Additionally, growing the environmental sector of the District's economy is addressed in E-5.3.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 144

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Environment E-1.2

Existing text or map designation:

In the first years of the 21st century, a major initiative was launched to restore the Anacostia River. While the initiative is perhaps best known for its efforts to reclaim the shoreline for recreation and bring new life to underused sites, its programs to improve the natural environment are equally important. A range of environmental initiatives are now being implemented to restore wetlands and estuarine habitat, improve water quality, and increase environmental education about the river. When completed, these initiatives will greatly reduce sewage overflows and pollutant discharges, uncover longburied tributary streams, and bring native plant and animal species back to the river once again. Improving the health of the Anacostia River will help achieve broader national goals for a healthier Chesapeake Bay. Map 6.2 indicates the location of rivers, streams, and watersheds in the District of Columbia. 604.2

Proposed amendment:

Add the underlined to E-1.2 Protecting Rivers, Wetlands, and Riparian Areas: In the first years of the 21st century, a major initiative, Anacostia 2032, was launched to restore the Anacostia River as a fishable and swimmable river by 2032. While the initiative is perhaps best known for its efforts to reclaim the shoreline for recreation and bring new life to underused sites, its programs to improve the natural environment are equally important, such as restoring the river's ability to support fish and wildlife populations. A range of environmental initiatives .... 604.2

Rationale:

The issue is not currently addressed or needs further clarification. Issue reflects current practices or policies with State, local or Federal government agencies. The proposed policy change helps the District achieve existing goals in the Comp Plan.

Recommendation:

The Amendment Proposal is NOT recommended for Council approval

Justification:

The amendment proposal confuses two separate initiatives. The current Comp Plan text (E-1.2) refers to the Anacostia Waterfront Initiative (AWI) plan. The amendment proposal keeps the language referring to the AWI and calls it the "Anacostia 2032 Plan," which is incorrect. The Anacostia 2032 Plan is a wholly separate plan, environmental in nature, with separate goals.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 145

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Environment E-2.3.A

Existing text or map designation: Action E-2.3.A: Expanding District Recycling Programs Continue implementation of the citywide recycling initiative started in 2002, which sets the long-term goal of recycling 45 percent of all waste generated in the District. Special efforts should be made to expand workplace recycling through a combined education and inspection/enforcement campaign, conduct "best practices" studies of successful recycling programs in other jurisdictions, and plan for the recycling of yard waste. 611.5

Proposed amendment: Action E-2.3.A: Expanding District Recycling Programs: Continue implementation of the citywide recycling initiative started in 2002, which sets the long-term goal of recycling 45 percent of all waste generated in the District. Special efforts should be made to expand workplace recycling and require residential recycling through a combined education and inspection/enforcement campaign, conduct "best practices" studies of successful recycling programs in other jurisdictions, and plan for the recycling of yard waste. 611.5

Rationale: This addition is needed to address future recycling goals to reduce the amount of solid waste that is shipped to landfills. Issue should be enhanced in the Comp Plan and reflects current practices or policies with State, local or Federal government agencies that encourage the creation of more high performing buildings.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the final review process, including further collaboration with District agencies, it was determined that this amendment proposal would have a significant impact on agency budget and work programs of responsible agencies.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 146

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Land Use Overview

Existing text or map designation: • Promoting neighborhood conservation• Creating and maintaining successful neighborhoods• Strengthening Downtown• Enhancing neighborhood commercial districts and centers• Balancing competing demands for finite land resources• Directing growth and new development to achieve economic vitality• while minimizing adverse impacts on residential areas and open space• Siting challenging land uses. 300.2

Proposed amendment: Add these three bullets at end of bulleted list 300.2: • Reduce the emissions of greenhouse gasses, including carbon, that contribute to climate change • Promote efficient use of energy and the expansion of renewable sources of energy • Reduce the amount of vehicular miles traveled and promote multiple modes of transportation including, walking, biking and transit.

Rationale: Issue is not properly named in the Comp Plan. The proposed change in environmental or sustainability policy will help the District achieve stated goals and objectives and will help the District remain a national leader among cities in the area of sustainability.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment does not represent a substantive change in policy, nor correct an error.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 147

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Policy E-2.2.5: Energy Efficient Building and Site Planning

Existing text or map designation: Policy E-2.2.5: Energy Efficient Building and Site Planning. Include provisions for energy efficiency and for the use of alternative energy sources in the District's planning, zoning, and building standards. The planning and design of new development should contribute to energy efficiency goals. 610.7

Proposed amendment: Policy E-2.2.5: Energy Efficient Building and Site Planning. Include provisions for energy efficiency and for the use of alternative energy sources in the District's planning, zoning, and building standards. The planning and design of new development should contribute to energy efficiency and safety goals and should utilize technologies such as Smart Metering to promote a distributive electrical grid. 610.7

Rationale: This new policy is needed to address future energy consumption through greater building efficiency and site planning. Issue should be enhanced in the Comp Plan but reflects current practices or policies with State, local or Federal government agencies that encourage the creation of more high performing buildings. Change would help the city achieve its goal of 20%v reduction in electrical use. The proposed policy change helps the District achieve existing goals in the Comp Plan.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment is not a substantive change in policy application and is too specific for inclusion in the Comp Plan.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 148

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Environment E.2.2

Existing text or map designation: In the coming years, energy supply will be challenged by competitive sales for electricity and natural gas, and projected growth in the District. Furthermore, the District is no less vulnerable than other cities and states to petroleum fuel problems caused by the limited and precarious supply of this resource. Energy supply and demand must continue to be carefully managed and efficiency must be improved in all sectors. The text box to the right provides an overview of the Comprehensive Energy Plan, the District's official guide for meeting future energy needs. 610.2

Proposed amendment: Add this paragraph at end of 610.2 With the District's Renewable Energy Portfolio Standards (RPS), by 2020 a total of .04% of total electricity sold must be derived from District-generated solar resources. To facilitate the construction of systems that will support this RPS goal, policies must be updated to reflect real market conditions currently at play in the region. Amended net metering, interconnection and solar access laws will create favorable conditions for the continued adoption of climate-neutral energy generation technologies.

Rationale: The issue is not currently addressed or needs further clarification. Issue reflects current practices or policies with State, local or Federal government agencies. The proposed policy change helps the District achieve existing goals in the Comp Plan.

Recommendation: The amendment proposal is recommended for Council approval with modifications

Justification: The amendment proposal is a change to existing policy wording that reflects the District's renewable energy portfolio standards. The amendment proposal should be modified as "With the District's Renewable Energy Portfolio Standards (RPS), by 2020 a total of .04% of total electricity sold must be derived from District-generated solar resources."



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 149

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Environment- Overview

Existing text or map designation: Fortunately, the District has turned the corner and begun to tackle these challenges head on. In 2005, legislation was passed creating a District Department of the Environment. The most ambitious tree planting, water quality, and habitat restoration projects in decades are underway, and great strides are being made to promote more sustainable growth. 600.5

Proposed amendment: Add this paragraph to end of 600.5 on pg 6-2: Fortunately, the District has turned the corner and begun to tackle these challenges head on. In 2005, legislation was passed creating a District Department of the Environment. The District, along with hundreds of other cities, has signed on to the U.S. Conference of Mayors Climate Protection Agreement and has taken on climate change as the most pressing global environmental challenge of this century. The District is committed to meeting or beating the greenhouse gas emission reduction target suggested for the United States in the Kyoto Protocol -- 7% reduction from 1990 levels by 2012. The most ambitious tree planting, water quality, and habitat restoration projects in decades are underway, and great strides are being made to promote more sustainable growth.

Rationale: The issue is not currently addressed or needs further clarification. Issue reflects current practices or policies with State, local or Federal government agencies. The proposed policy change helps the District achieve existing goals in the Comp Plan.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The proposed amendment is a change in existing policy wording.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 150

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Environment Action E-3.2.D: Sustainability Action Agenda

Existing text or map designation: Action E-3.2.D: Sustainability Action Agenda. Develop a Sustainability Action Agenda to promote green building practices and other forms of sustainable architecture, landscape architecture, and development in the city. 614.7

Proposed amendment: Substitute underlined in Action E-3.2.D: Sustainability Action Agenda. Fully implement the Green DC Agenda to promote green building practices and other forms of sustainable architecture, landscape architecture, and development in the city. 614.7

Rationale: Issue is not properly named in the Comp Plan. The proposed change in environmental or sustainability policy will help the District achieve stated goals and objectives and will help the District remain a national leader among cities in the area of sustainability.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change in existing wording that will help the District achieve stated goals and objectives based on existing policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 151

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Environment E-1.1.F

Existing text or map designation: Action E-1.1.F: Urban Tree Canopy Goals. Determine the extent of the District's tree canopy at a sufficient level of detail to establish tree canopy goals for neighborhoods across the city. Such goals have recently been developed by the USDA and tested in other cities as a way of evaluating the existing tree canopy and setting specific goals for its restoration. 603.13

Proposed amendment: Action E-1.1.F: Urban Tree Canopy Goals. Determine the extent of the District's tree canopy at a sufficient level of detail to establish tree canopy goals for neighborhoods across the city. Such goals have recently been developed by the USDA and the Casey Trees Endowment Fund and tested in other cities as a way of evaluating the existing tree canopy and setting specific goals for its restoration. Promote the expansion of the urban tree canopy from the current 35% to 40% within the next 25 years.

Rationale: This addition clarifies the District tree canopy goals by using current research conducted by the Casey Trees Foundation. Issue needs to be enhanced in the Comp Plan.

Recommendation: The amendment proposal is recommended for Council approval

Justification: During the final review process, including further collaboration with District agencies, it was determined that this amendment proposal would have a significant impact on agency budget and work programs of responsible agencies.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 152

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: E-2.2.4

Existing text or map designation: Policy E-2.2.4: Alternative Energy Sources. Support the development and application of renewable energy technologies such as active, passive, and photovoltaic solar energy, fuel cells, and other sustainable sources. Such technology should be used to reduce the dependence on imported energy, provide opportunities for economic and community development, and benefit environmental quality. 610.6

Proposed amendment: Add to Policy as last sentences: Adopt safe harbor language to protect customer-sited generators from extra and/or unanticipated fees. Prohibit utility requirements for additional insurance. Set interconnection standards for non-net metered clean energy systems.

Rationale: Issue is not addressed or needs further clarification. Issue reflects current practices or policies with State, local or Federal government agencies. Change reflects practices instituted in other local or State jurisdictions or reflects an advancement in Federal policy. The proposed change in environmental or sustainability policy will help the District achieve stated goals and objectives and will help the District remain a national leader among cities in the area of sustainability.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is not appropriate for the Comp Plan. The Comp Plan is not the most effective vehicle to address rates and insurance requirements.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 153

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: E-2.2.1

Existing text or map designation: Policy E-2.2.1: Energy Efficiency. Promote the efficient use of energy, additional use of renewable energy, and a reduction of unnecessary energy expenses. The overarching objective should be to achieve reductions in percapita energy consumption by DC residents and employees. 610.3

Proposed amendment: Policy E-2.2.1: Energy Efficiency. Promote the efficient use of energy, additional use of renewable energy, and a reduction of unnecessary energy expenses. The overarching objective should be to achieve reductions in per capita energy consumption by DC residents and employees by establishing a goal of 20% reduction in electrical consumption by 2020. 610.3

Rationale: This new policy is needed to address future energy consumption through greater building efficiency. Issue is not currently addressed or should be enhanced in the Comp Plan but reflects current practices or policies with State, local or Federal government agencies that encourage the creation of more clean energy. Change reflects practices instituted in other local or State jurisdictions, including the District. Change would help the city achieve its goal of 20% reduction in electrical use. The proposed policy change helps the District achieve existing goals in the Comp Plan.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the final review process, including further collaboration with District agencies, it was determined that this amendment proposal would have a significant impact on agency budget and work programs of responsible agencies.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 154

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Policy E-2.2.5:Conserving Natural resources - New

Existing text or map designation:

This section of the Environmental Protection Element addresses the conservation of water and energy resources and the reduction of solid waste disposal needs. Water and energy are both limited resources, subject to growing demand and constrained supply. Their efficient use can be achieved through consumer education and behavioral changes, technological improvements, construction and design practices, regulatory and rate changes, and development of alternative sources. 608.1 Similarly, reducing the amount of solid waste that is incinerated or disposed in landfills can have beneficial environmental and economic impacts—both on the local and the regional scale. Recycling programs, which are mandated by District law, can effectively reduce natural resource consumption, expand the local economy, and reduce the need for trash transfer facilities in the city. 608.2

Proposed amendment:

Add new third paragraph: The District's Clean and Affordable Energy Act of 2008 provides for several policies and programs intended to foster more energy efficiency and conservation, energy diversification through the production of clean and renewable energy and energy security through a distributive energy infrastructure system. 608.3

Rationale:

Issue is not addressed or needs further clarification. Issues reflect current practices or policies with State, local or Federal government agencies. Change reflects practices instituted in other local or State jurisdictions or reflects an advancement in Federal policy. The proposed change in environmental or sustainability policy will help the District achieve stated goals and objectives and will help the District remain a national leader among cities in the area of sustainability. The proposed policy change helps to clarify existing goals in the Comp Plan.

Recommendation: The amendment proposal is recommended for Council approval

Justification:

The amendment proposal is a change to existing policy wording that makes a substantive difference in its application or interpretation.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 155

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: ENV-3.4.3

Existing text or map designation: Policy E-3.4.3: Environmental Assessments. Ensure full and meaningful compliance with the DC Environmental Policy Act, including the use of procedures to assess the environmental impacts of major development projects comparable to the regulations developed by the Council on Environmental Quality for the National Environmental Policy Act. The environmental review should include all pertinent information about the effects of the project on the human environment, including information about existing conditions, projected impacts, and mitigation measures. The process should ensure that such information is available when a development is proposed and is available to the public and decision makers before any decision is made. 616.5

Proposed amendment: Policy E-3.4.3: Environmental Assessments. Ensure full and meaningful compliance with the DC Environmental Policy Act, including the use of procedures to assess the environmental impacts of major development projects comparable to the regulations developed by the Council on Environmental Quality for the National Environmental Policy Act. The environmental review should include all pertinent information about the effects of the project on the human environment, including information about existing conditions, projected impacts, and mitigation measures. Carbon Dioxide impacts should also be included in the environmental impact assessments. The process should ensure that such information is available when a development is proposed and is available to the public and decision makers before any decision is made. 616.5

Rationale: Issue of not including carbon dioxide measures in the environmental assessment is not addressed or needs further clarification. Issues reflects current practices or policies with State, local or Federal government agencies. Issue of not including carbon dioxide measures in the environmental assessment is not addressed or needs further clarification. Issues reflects current practices or policies with State, local or Federal government agencies. Change reflects practices instituted in other local or State jurisdictions or reflects an advancement in Federal policy. The proposed change in environmental or sustainability policy will help the District achieve stated goals and objectives and will help the District remain a national leader among cities in the area of sustainability.

Recommendation: The amendment proposal is recommended for Council approval with modifications

Justification: The amendment proposal is a change to existing policy wording that makes a substantive difference. The amendment proposal should be modified to substitute "carbon dioxide" with "carbon dioxide and other greenhouse gas (GHG) emissions".



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 156

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): 8

Element affected: FSS-1.1.6

Existing text or map designation: Policy FSS-1.1.6: Anacostia Streetcar Project Coordinate land use and transportation decisions along the proposed route of the Anacostia Streetcar between Bolling AFB and the Anacostia Gateway area. Future development along the streetcar line should be clustered around proposed transit stops. In addition, the streetcar route should be designed and planned to minimize impacts on traffic flow and to avoid negative impacts on the historic character of the Anacostia community. 1808.7

Proposed amendment: The existing language, "Coordinate land use and transportation decisions along the proposed route of the Anacostia Streetcar between Bolling Airforce Base and the Anacostia Gateway area... Streetcar route should be designed and planned to minimize impacts on traffic flow and to avoid negative impacts on the historic character of the Anacostia community" is inconsistent with the planned route for the streetcar. The streetcar was previously planned to run on the former CSX railroad tracks. Plans have since been changed to run streetcar along Martin Luther King Avenue SE (MLK Ave.). The policy language could be completely removed or the language should be softened to be more consistent with recently planned route along MLK Ave. Alternatively the language could remain and it could be addressed through the implementation database.

Rationale: The action item specifically states the streetcar route which has changed since the publication of the Comprehensive Plan. Delete text-"Between Bolling Air Force Base and Anacostia Gateway". The existing text is too specific and deleting the text would allow for flexibility in the Comprehensive Plan.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal corrects an error and also represents a substantive change in policy application.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 157

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Action T-2.3.D Support Expansion of Bicycle Sharing Program in DC

Existing text or map designation: N/A (new action)

Proposed amendment: Proposed New Action: Action T-2.3.D: Support Expansion of bicycle sharing program in DC Support the expansion of bicycle sharing kiosks throughout the District of Columbia to develop a complete bicycle sharing network and encourage bicycling.

Rationale: Bicycle sharing is not mentioned in the 2006 Comp Plan and would be a new Action item. Add action item to support the expansion of DC's bike sharing program and to encourage bicycling. Promoting bicycle sharing provides the public with another means of transportation around the District. Promoting a bicycle sharing program will contribute to a more complete bicycle network, which will make bicycling a more viable transportation option.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a new action that supports policy initiative.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 158

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Action T-2.4.E Pedestrian Master Plan

Existing text or map designation: N/A (new action)

Proposed amendment: Proposed New Action: Action T-2.4.E: Pedestrian Master Plan - Implement the recommendations of the Pedestrian Master Plan in order to improve accessibility, connectivity, and safety for pedestrians throughout the District.

Rationale: The 2006 Comp Plan does not mention the 2008 Pedestrian Master Plan. Add an action item to implement the 2008 Pedestrian Master Plan, similar to the action item to implement the Bicycle Master Plan. This proposed change promotes safety and connectivity for pedestrians, who constitute a significant portion of all daily trips made in the District.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a new action and supports implementation of a new policy regarding pedestrian connectivity and safety.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 159

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Action T-2.4.B Sidewalks

Existing text or map designation: Action T-2.4.B: Sidewalks. Install sidewalks on all major streets throughout the District where there are missing links. Continue to monitor the sidewalk network for needed improvements. Consult with ANCs and community organizations as plans for sidewalk construction are developed. 410.10

Proposed amendment: Action T-2.4.B: Sidewalks. Install sidewalks on streets throughout the District to improve pedestrian safety, access, and connectivity. Continue to monitor the sidewalk network for needed improvements. Consult with ANCs and community organizations as plans for sidewalk construction are developed. All sidewalks will be constructed in conformance with the Americans with Disabilities Act Accessibility Guidelines.

Rationale: The 2006 Plan includes an action item to construct sidewalks, however it only refers to adding sidewalks on "major streets." Sidewalks are likely to improve pedestrian safety and access on many roadway types, and constructing new sidewalks after proper vetting with residents would benefit pedestrians throughout the District of Columbia. This action should not limit sidewalks only to "major streets." Promoting sidewalk installation will help contribute to a complete network for pedestrians throughout the District. This will contribute to pedestrian safety and will better connect neighborhoods and destinations.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing wording and substantively expands and prioritizes sidewalk construction throughout the District. It also aligns the policy with ADA law in a stronger manner.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 160

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Glossary

Existing text or map designation: Station area: The area within a ½-mile radius of a Metro station, including built out areas where no future change is expected and vacant or underutilized properties where additional development could potentially occur.

Proposed amendment: Station Area: The area within a ½-mile radius of a Metro rail station or other dedicated transit stop which provides opportunities for investment in development that maximizes the use of transit.

Rationale: The current policy in the 2006 Comp Plan is limiting in that it only includes 1/2-mile around Metro stations. As Metrorail reaches capacity, surface transit options will continue to expand. Altering the definition of "station areas" to include key bus stops will encourage transit-oriented development around a variety of major transit services. The reference to "station areas" is most prevalent in the Land Use Element where the term refers to Metro rail as well as other transit. This proposed change supports infrastructure investments around all types of dedicated transit, not simply Metro rail.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the final review process, the Office of the Attorney General advised OP that the Glossary section is not part of the legislation approving the original Comp Plan. Therefore, this amendment is not necessary.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 161

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Land Use Element Action LU-1.3.B TOD Overlay Zone

Existing text or map designation: Action LU-1.3.B: TOD Overlay Zone. During the forthcoming revision to the zoning regulations, create a TOD overlay district. The overlay should include provisions for mixed land uses, minimum and maximum densities (inclusive of density bonuses), parking maximums, and buffering and design standards that reflect the presence of transit facilities. Work with land owners, the DC Council, local ANCs, community organizations, WMATA, and the Zoning Commission to determine the stations where such a zone should be applied. The emphasis should be on stations that have the capacity to accommodate substantial increases in ridership and the potential to become pedestrian-oriented urban villages. Neighborhoods that meet these criteria and that would welcome a TOD overlay are the highest priority. 306.19

Proposed amendment: Without changing the emphasis on having zoning address TOD, add flexibility to language options by deleting reference to the creation of an "overlay". Action LU-1.3.B: TOD Zoning. Develop zoning language in areas surrounding transit stations and stops. The language should include provisions for mixed land uses, minimum and maximum densities (inclusive of density bonuses), parking maximums, and buffering and design standards that reflect the presence of transit facilities. ...[Rest of text the same]

Rationale: The change would allow the Zoning Commission, through the Zoning Review Task Force, a broader range of zoning options for addressing this issue - which could include the establishment of one or more overlays, or the establishment of other forms of appropriate zoning. Would facilitate the use of the most appropriate form of zoning to meet TOD objectives for various sites throughout the District.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change in existing wording that makes a substantive difference.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 162

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Policy T-3.5.1 Tour Bus and Commuter Bus Facilities

Existing text or map designation: Policy T-3.5.1: Tour Bus Facilities Develop carefully-planned parking areas, loading zones, and dedicated routes for tour buses to prevent tour bus parking in residential neighborhoods. Enforce and apply fines and penalties when tour bus parking and route regulations are violated. 418.2

Proposed amendment: Policy T-3.5.1: Tour Bus and Commuter Bus Facilities - Develop carefully-planned parking areas, loading zones, and dedicated routes for tour buses and commuter buses to prevent bus parking in residential neighborhoods. Enforce and apply fines and penalties when tour bus and commuter bus parking and route regulations are violated. 418.2

Rationale: The current policy in the 2006 Comp Plan addresses only parking, loading, and dedicated routes for tour buses; however, commuter buses have become an important issue for the District of Columbia as the number of privately owned bus companies carrying commuters into the city from outlying areas steadily increases. There is a need for parking, loading, and route management of these both tour and commuter buses. The only other mention of commuter bus facilities in the Comp Plan is in Policy T-1.1.6: Transportation Support Facilities and Action T-2.2.D: Commuter Rail and Bus Connections. Including commuter buses in this policy will help support DDOT and OP staff that need to address challenges created by increasing numbers of commuter buses using District streets.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change in existing wording that makes a substantive difference.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 163

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Transportation T-1.1.2

Existing text or map designation: Policy T-1.1.2: Land Use Impact Assessment. Assess the transportation impacts of development projects using multimodal standards rather than traditional vehicle standards to more accurately measure and more effectively mitigate development impacts on the transportation network. 403.8

Proposed amendment: Policy T-1.1.2: Land Use Impact Assessment. Assess the transportation impacts of development projects using multimodal standards rather than traditional vehicle standards to more accurately measure and more effectively mitigate development impacts on the transportation network. Environmental and climate change impacts, including CO2 impacts, should be included in the assessment to land use impacts.403.8

Rationale: Environmental and climate change impacts are not addressed or needs further clarification. Issues reflects current practices or policies with State, local or Federal government agencies.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a substantive change in policy application and expands existing policy on assessing the impact of development on transportation networks and the environment.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 164

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Transportation T-3.1.B

Existing text or map designation: Action T-3.1.B: Roadway Pricing. Implement roadway pricing between now and the year 2030 in three phases: Phase 1: Continually monitor direct and external roadway costs to gain a more accurate estimate of the true cost of driving for motorists; Phase 2: Develop a system to identify those who drive entirely through the District without stopping (i.e., those who are not living in, working in, or visiting the city), as well as a mechanism to charge these motorists for the external costs that they are imposing on the District's transportation system; and Phase 3: Continually monitor state-of-the-art roadway pricing techniques and technologies, and work cooperatively with neighboring jurisdictions to implement roadway pricing programs that better transfer the full costs of driving to motorists. This could include higher costs for heavier and higher emission vehicles. 414.12

Proposed amendment: Action T-3.1.B: Roadway Pricing. Conduct a study on the implementation of a roadway pricing plan. Implement roadway pricing between now and the year 2030 in three phases. 414.9

Rationale: Roadway pricing is not addressed. Issues reflects current practices or policies with State, local or Federal government agencies. Also a proven strategy in Europe to reduce vehicle miles traveled.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is already addressed in the Comp Plan. Additionally, the level of detail is not appropriate for the Comp Plan.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 165

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Policy T-2.3.2: Bicycle Network

Existing text or map designation: Policy T-2.3.2: Bicycle Network. Provide and maintain a safe, direct, and comprehensive bicycle network connecting neighborhoods, employment locations, public facilities, transit stations, parks and other key destinations. Eliminate system gaps to provide continuous bicycle facilities. 409.9

Proposed amendment: Policy T-2.3.2: Bicycle Network. Provide and maintain a safe, direct, and comprehensive bicycle network connecting neighborhoods, employment locations, public facilities, transit stations, parks and other key destinations. Eliminate system gaps to provide continuous bicycle facilities. Increase dedicated bike infrastructure such as bike sharing programs like SmartBikes, and identify bike boulevards or bike-only right of way.409.9

Rationale: Policies to promote the advancement of bike infrastructure like SmartBikes are not addressed or need further clarification. Issues reflects current practices or policies with State, local or Federal government agencies. The proposed policy change helps the District achieve existing goals in the Comp Plan.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing policy wording that makes a substantive difference and promotes the advancement of bike infrastructure, like SmartBikes.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 166

Applicant: DDOT

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Transportation - Intermodal Centers T-2.2.A

Existing text or map designation: Plan, fund, and implement the development of intermodal activity centers both at the periphery of the city and closer to Downtown. These intermodal centers should provide a "park-once" service where travelers including tour buses, can park their vehicles and then travel efficiently and safely around the District by other modes. The activity centers surrounding the District's Downtown should be located at Union Station, the Kennedy Center, and Banneker Overlook.

Proposed amendment: Add the concept of "integrated mobility" into the Intermodal Centers action item. Proposed text: Action T-2.2.A: Intermodal Centers. Plan, fund, and implement the development of regional intermodal activity centers. These centers should have increased visibility as multi-modal transfer points and centers of activity and information. They should provide seamless, cost-effective, door-to-door travel throughout the Washington metropolitan region. These intermodal centers should also provide a "park-once" service where travelers including tour buses, can park their vehicles and then travel efficiently and safely around the District by other modes. The activity centers surrounding the District's Downtown should be located at Union Station, the Kennedy Center, and Banneker Overlook.

Rationale: The project is not currently addressed in the 2006 Plan. OP recommends introducing integrated mobility concept as part of Action T-2.2.A Intermodal Centers. The Intermodal Centers described in the current Comp Plan are focused on 'park once' service only, whereas one of OP's new projects is to support the creation of a connected network of multi-modal hubs ("integrated mobility"). This concept also supports Policy T-2.2.1: Multi-Modal Connections. If the integrated mobility concept continues to be one of OP's transportation projects, this should be reflected in the long-range plan so that the public is aware of OP's intent. Alternative is to leave integrated mobility out of the Comp Plan and leave the focus of Intermodal Centers on parking.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal does not provide a critical substantive change in policy, nor does it correct an error. Additionally, Amendment Proposal #43 addresses this issue in Action T-2.2.A.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 167

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Transportation - New Action T-2.1.H

Existing text or map designation: N/A (new action)

Proposed amendment: Proposed New Action: Action T-2.1.H: Dedicate Space in Right-of-Way for Transit Stops and Shelters. Seek opportunities to dedicate space in the right-of-way for surface transit amenities, such as bus stops, signage and shelters. Follow best practices in bus stop siting (most often on the far-side of an intersection) yet evaluate each case on an individual basis. Consider opportunities for enhanced stops and amenities with large scale developments and redevelopments.

Rationale: The issue is not currently addressed in the 2006 Plan and would be a new action item. The Comp Plan does not address the need for space to be reserved in the right-of-way between the curb and building face for bus amenities such as shelters and signage. Dedicating this space is essential to improving transit facilities such as bus shelters. This action item would help improve bus stop amenities for the public and facilitate the expansion of surface transit in the city.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a new action item that supports current policy and best practices for this issue.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 168

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Transportation- T-2.4.A

Existing text or map designation: Review timing on pedestrian signals to ensure that adequate time is provided for crossing, in particular for locations with a large elderly population. 410.9

Proposed amendment: Update language to use "people first" language when referring to those with mobility limitations. Proposed text: Action T-2.4.A: Pedestrian Signal Timings. Review timing on pedestrian signals to ensure that adequate time is provided for crossing, particularly adjacent to schools and locations frequently used by people with mobility limitations.

Rationale: The 2006 Plan does not use "people first" language. It should be included to convey greater sensitivity to those with limitations and to ensure policies and actions address a broader range of mobility levels (such as children, elderly, vision impaired, those using assistive devices, etc). It reflects current practices and conveys greater sensitivity to those with mobility limitations. This change does not alter the goals, policies, or actions of the current Comp Plan or in this specific action item. Instead, it tweaks language to reflect current practice. Alternative is to leave language as is.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is beyond the scope of this amendment cycle. The amendment proposal does not change the intent of the existing policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 169

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Transportation- T-2.6.B

Existing text or map designation: Supplement basic public transit services with shuttle and minibuses to provide service for transit-dependent groups, including the elderly, people with disabilities, school age children, and residents in areas that cannot viably be served by conventional buses. 412.5

Proposed amendment: Update language to use "people first" language when referring to those with mobility limitations. Proposed text: Action T-2.6.B: Shuttle Services. Supplement basic public transit services with shuttle and minibuses to provide service for transit-dependent groups, including those with mobility limitations, school age children, and residents in areas that cannot viably be served by conventional buses.

Rationale: The 2006 Plan does not use "people first" language. It should be included to convey greater sensitivity to those with limitations and to ensure policies and actions address a broader range of mobility levels (such as children, elderly, vision impaired, those using assistive devices, etc). It reflects current practices and conveys greater sensitivity to those with mobility limitations. This change does not alter the goals, policies, or actions of the current Comp Plan or in this specific action item. Instead, it tweaks language to reflect current practice. Alternative is to leave language as is.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is beyond the scope of this amendment cycle. The amendment proposal does not change the intent of the existing policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 170

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Transportation- T-2.4.4

Existing text or map designation: Locate sidewalk cafes and other intrusions into the sidewalk so that they do not present impediments to safe and efficient pedestrian passage. Maintain sidewalk surfaces and elevations so that disabled or elderly pedestrians can safely use them. 410.8

Proposed amendment: Update language to use "people first" language when referring to those with mobility limitations. Proposed text: Policy 2.4.4: Sidewalk Obstructions. Locate sidewalk cafes and other intrusions into the sidewalk so that they do not present impediments to safe and efficient pedestrian passage. Maintain sidewalk surfaces and elevations so that persons with mobility limitations can safely use them.

Rationale: The 2006 Plan does not use "people first" language. It should be included to convey greater sensitivity to those with limitations and to ensure policies and actions address a broader range of mobility levels (such as children, elderly, vision impaired, those using assistive devices, etc). It reflects current practices and conveys greater sensitivity to those with mobility limitations. This change does not alter the goals, policies, or actions of the current Comp Plan or in this specific action item. Instead, it tweaks language to reflect current practice. Alternative is to leave language as is.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is beyond the scope of this amendment cycle. The amendment proposal does not change the intent of the existing policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 171

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Transportation- T-2.6.2

Existing text or map designation: Establish, expand, or continue assistance for transit-dependent groups in the District, including the elderly, students, school age children, and persons whose situations require special services, including the homeless. 412.3

Proposed amendment: Update language to use "people first" language when referring to those with mobility limitations. Proposed text: Policy T-2.6.2: Transit Needs. Establish, expand, or continue assistance for transit-dependent groups in the District, including those with mobility limitations, school age children, and persons whose situations require special services, including people who are homeless.

Rationale: The 2006 Plan does not use "people first" language. It should be included to convey greater sensitivity to those with limitations and to ensure policies and actions address a broader range of mobility levels (such as children, elderly, vision impaired, those using assistive devices, etc). It reflects current practices and conveys greater sensitivity to those with mobility limitations. This change does not alter the goals, policies, or actions of the current Comp Plan or in this specific action item. Instead, it tweaks language to reflect current practice. Alternative is to leave language as is.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is beyond the scope of this amendment cycle. The amendment proposal does not change the intent of the existing policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 172

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Transportation - Regional Intermodal Transportation Plan T-2.2.F

Existing text or map designation: Work with the other local governments in the region and the Metropolitan Washington Council of Governments to update a regional intermodal transportation plan. 408.15

Proposed amendment: Remove "Action T-2.2.F: Regional Intermodal Transportation Plan", as it references updating a regional transportation plan which does not exist.

Rationale: The 2006 Comp Plan references a plan and requires an action for something that cannot be located by OP, DDOT or COG staff. The action item should be removed. This error should be fixed as OP will be held accountable for meeting this action item, despite the fact that it is unattainable.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal corrects an error. This should also be noted in the next quarterly update of the Comp Plan action items.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 173

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Transportation- T-2.6.A

Existing text or map designation: Invest in public improvements, such as curb inclines aimed at increasing pedestrian mobility, particularly for the elderly and people with disabilities. 412.4

Proposed amendment: Update language to use "people first" language when referring to those with mobility limitations. Proposed text: Action T-2.6.A: Public Improvements. Invest in public improvements, such as curb ramps, aimed at increasing pedestrian mobility particularly for those with mobility limitations.

Rationale: The 2006 Plan does not use "people first" language. It should be included to convey greater sensitivity to those with limitations and to ensure policies and actions address a broader range of mobility levels (such as children, elderly, vision impaired, those using assistive devices, etc). It reflects current practices and conveys greater sensitivity to those with mobility limitations. This change does not alter the goals, policies, or actions of the current Comp Plan or in this specific action item. Instead, it tweaks language to reflect current practice. Alternative is to leave language as is.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is beyond the scope of this amendment cycle. The amendment proposal does not change the intent of the existing policy.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 174

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 1

Address related information: 1300 Block of Euclid Street Euclid St NW to the north, 13th St NW to the east, Clifton St NW to the south and 14th St NW to the west

Element affected: Land Use Map

Existing text or map designation: Medium Density

Proposed amendment: Extend the Medium Density residential designation on the north side to include the row house dwellings to the east

Rationale: Both sides of Euclid is a mixture of 3 and 4 story dwellings and condo conversions

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal corrects a map error.

Tracking Number: 175

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 1

Address related information: Corner of 14th St and Fairmont St NW Girard St NW to the north, 13th St NW to the east, Euclid St to the south and 14th St to the west Portions of Square 2854, 2855, 2860, 2861

Element affected: Land Use Map

Existing text or map designation: Medium density residential

Proposed amendment: Boundary line adjustment / clarification only - moderate density residential for the R4 zoned portions of the square only.

Rationale: Current mapping line for the medium density residential designation along 14th Street seems to be overly generalized and includes significant areas further into the block that are currently moderate density in form (rowhouse) and zoning.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal corrects a map error.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 176

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 5

Address related information: 219 Riggs Road NE Riggs Road NE to the north, South Dakota Ave NE to the east, Kennedy St NE to the south and 1st Place NE to the west

Element affected: Land Use Map

Existing text or map designation: Production, Distribution and Repair

Proposed amendment: Medium Density Mixed Use

Rationale: The Riggs Road South Dakota Avenue SAP recommends a Medium Density mixed use on this site.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to the Future Land Use Map that reflects the Riggs Road and South Dakota Avenue Area small area plan, approved by Council in March 2009.

Tracking Number: 177

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 4

Address related information: 220 and 210 Riggs Road NE

Element affected: Land Use Map

Existing text or map designation: Production, Distribution and Repair

Proposed amendment: Medium Density Mixed Use

Rationale: These sites are underutilized. The Riggs Road South Dakota Avenue SAP recommends a Medium density mixed use on these sites to create a visually strong corner with unified massing and street activated retail.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to the Future Land Use Map that reflects the Riggs Road and South Dakota Avenue Area small area plan, approved by Council in March 2009.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 178

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 1

Address related information: 2269 Cathedral Ave NW

Element affected: Land Use Map

Existing text or map designation: Parks, Recreation and Open Space

Proposed amendment: Moderate Density Residential

**Rationale:** This parcel has been a residential private property for a long time but due to an oversight it has been mapped as part of Federal Land and not zoned. The current designation is wrong and does not represent the existing land use. The proposed change in the Future Land Use map designation for this property will reflect the historical and property reality of the parcel and allow owners to be guarantee under the rights and obligation of the Zoning Code for the District

**Recommendation:** The amendment proposal is recommended for Council approval

**Justification:** The amendment proposal corrects a map error and reflects the current land use.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 179

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 5

Address related information: 31st Place NE Adams St NE to the north, 31st St NE to the east, V St NE to the south and 30th St NE to the west

Element affected: Land Use Map

Existing text or map designation: Low density residential

Proposed amendment: Moderate density residential

**Rationale:** The change area is an undeveloped parcel located in a residential neighborhood. The current designation for the site is not conducive to redevelopment. The site has become a haven for illegal dumping and is considered a nuisance property. General policies for this area identify the need for compatible residential infill development. (UNE-1.1.2) Additional residential development for this site should be encouraged.

**Recommendation:** The amendment proposal is recommended for Council approval with modifications

**Justification:** The proposed amendment is consistent with policies related to encouraging infill and (re) development of blighted properties. The proposed amendment has been modified to correct a boundary error in its original submission. The western boundary of the area affected by the proposed amendment should be extended to 30th Place NE to include Lot 25 of Square 4376 and not 30th Street NE as originally stated in the original proposed amendment.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 180

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 7

Address related information: 5000-5026 Benning Rd SE and 5002-5010 H St SE

Element affected: Land Use Map

Existing text or map designation: Moderate Density Residential

Proposed amendment: Moderate Density mixed use

Rationale: The Benning Road Corridor Redevelopment Framework Plan calls for continued commercial use with residential and limited ground floor retail.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to the Future Land Use Map that reflects the Council-approved Benning Road Corridor Redevelopment Framework Plan.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 181

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 7

Address related information: 110-4103 42nd St NE Benning Rd NE to the north, 42nd St NE to the east, Blaine St NE to the south and 41st St NE to the west

Element affected: Land Use Map

Existing text or map designation: Parks, Recreation and Open Space

Proposed amendment: PROS/Moderate Density Commercial

**Rationale:** The site is zoned GOV and is currently occupied by the Boys and Girls club. The current community use is not permitted in the GOV zone. The surrounding area is comprised by residential and community uses. The Benning Road Plan cites that GOV zone parcel might need a zoning change to mixed-use to enable residential, small retail, and minimal office type uses. The proposed change would provide headway to better align future zoning with current land use patterns and future development.

**Recommendation:** The amendment proposal is recommended for Council approval

**Justification:** The amendment proposal is a change to the Future Land Use Map that reflects the Council-approved Benning Road Corridor Redevelopment Framework Plan.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 182

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 7

Address related information: 4202 Benning Rd NE

Element affected: Land Use Map

Existing text or map designation: Moderate density residential

Proposed amendment: Mixed Use Moderate Density Residential/Moderate Density Commercial

**Rationale:** The majority of the corner site is currently under utilized with about 7,600 sq ft of developable land fronting Benning Road and 42nd Street. The current map designation is moderate density residential, but the is currently occupied with a neighborhood retail use with associated parking (zoned R-5-A). The proposed change could aid in bringing zoning closer in line with future development. The corner property has significant urban design potential to lend identity to the surrounding neighborhood. The proposed map changes could benefit the community through enhanced commercial and housing opportunities.

**Recommendation:** The amendment proposal is recommended for Council approval

**Justification:** The amendment proposal is a change to the Future Land Use Map that reflects the Council-approved Benning Road Corridor Redevelopment Framework Plan.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 183

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 7

Address related information: 3401 Benning Rd NE, 3423-3435 Benning Rd NE, 3355-3399 Benning Rd NE, 502-506 34th St NE, 3443-3461 Benning Rd NE, 3621 Benning Rd NE

Element affected: Land Use Map

Existing text or map designation: Medium Density Commercial

Proposed amendment: Mixed-use Medium density commercial/moderate density residential

**Rationale:** The Benning Road Corridor Redevelopment Framework Plan identifies this area as opportunity sites for redevelopment. The proposed change would better reflect the land use designation of nearby area. This change would provide opportunity for consistent development on both the east and west sides of Kenilworth Avenue NE. The community will benefit from the accommodations of different types of residential and commercial uses, hence creating a more viable community. The proposed map change would help lay the ground work to advance the components of the vision statement identified in the Benning Road Plan, " more options for shopping and dining that will better serve existing communities and new residents". (Opportunity Sites 2A, 2B, 2C, 2D)

**Recommendation:** The amendment proposal is recommended for Council approval

**Justification:** The amendment proposal is a change to the Future Land Use Map that reflects the Council-approved Benning Road Corridor Redevelopment Framework Plan.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 184

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 5

Address related information: 1700 First St NW

Element affected: Land Use Map

Existing text or map designation: Low density residential

Proposed amendment: Low density mixed use - residential / commercial

**Rationale:** Although the Comp Plan Future Land Use map is generalized, this change would acknowledge the existing and historic use of the site as commercial. Provide more certainty regarding potential land use to this business and to the neighborhood, and consistency between the Land Use Map and the existing use.

**Recommendation:** The amendment proposal is recommended for Council approval

**Justification:** The amendment proposal corrects a map error and provides consistency between the Future Land Use Map and the existing use. The change would acknowledge the existing and historic use of the site as commercial.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 185

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 1

Address related information: Corner of Cathedral Ave NW and Hawthorne St NW Devonshire Pl NW to the north, Hawthorne St NW to the east, Cathedral Ave NW to the south and Connecticut Ave NW to the west Square 2210; Lot 0001, 0006, 0007, 0010, 0011

Element affected: Land Use Map

Existing text or map designation: Moderate density residential

Proposed amendment: High density residential

Rationale: This block of Cathedral is zoned R5D. It is developed in the same character as Connecticut Ave. However, FLU designates this block as R4, moderate density residential. The current designation is not consistent with the zoning designation and the surroundings

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal corrects a map error.

Tracking Number: 186

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 7

Address related information: Deanwood Eads St NE to the north, Eastern Ave NE to the east, Clay St NE to the south and 56th St NE to the west

Element affected: Land Use Map

Existing text or map designation: Low-density residential and low-density commercial

Proposed amendment: Moderate-density commercial and moderate-density residential

Rationale: To conform with recommendations in the approved Small Area Plan for Deanwood. It incorporates community preferences voiced during the planning process.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to the Future Land Use Map that reflects the Council-approved Deanwood Strategic Development Plan.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 187

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 7

Address related information: Dix St NE Eastern Ave NE to the north, Minnesota Ave NE to the east, Sheriff Rd NE to the south and Kenilworth Ave NE to the west

Element affected: Land Use Map

Existing text or map designation: Production, Distribution and Repair (between Minnesota Avenue, NE and the CSX rail line); Low-density residential/moderate-density residential (north of Minnesota Avenue from Sheriff Road to Eastern Avenue)

Proposed amendment: Moderate-density commercial/moderate-density residential (between Minnesota Avenue, NE and the CSX rail line); low-density commercial stripe (north of Minnesota Avenue from Sheriff Road to Eastern Avenue)

Rationale: To conform with recommendations in the approved Small Area Plan for Deanwood. It incorporates community preferences voiced during the planning process.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to the Future Land Use Map that reflects the Council-approved Deanwood Strategic Development Plan.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 188

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 1

Address related information: DPW site around McMillan Reservoir Michigan Ave NW to the north, 1st St NW to the east, Bryant St NW to the south and 4th St NW to the west

Element affected: Land Use Map

Existing text or map designation: Park

Proposed amendment: Industrial (PDR)

**Rationale:** This particular site is used for District industrial purposes, but is currently improperly zoned R5B. There is no language to support conversion to park; rather, the Industrial Land Use Study noted the shortage of PDR land in the District and specified these lands for "Additional Areas for Public Sector Use". The Park designation could hinder their best and highest use. Would acknowledge existing and intended use of the site, and would better support the establishment of appropriate zoning to allow the most efficient use of the land while better protecting surrounding residential and park areas.

**Recommendation:** The amendment proposal is recommended for Council approval

**Justification:** The amendment proposal corrects a zoning inconsistency; corrects a technical error on the Future Land Use Map.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 189

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 1

Address related information: Euclid Avenue NW and 12th Street NW Euclid St NW to the north, 12th St NW to the east, Clifton St NW to the south and 13th St NW to the west Square 2865

Element affected: Land Use Map

Existing text or map designation: Medium density residential

Proposed amendment: Moderate density residential

Rationale: Current designation appears to be inconsistent with existing, stable land use pattern, as well as with current R4 zoning. Is part of a broader area designated Medium Density Residential which is mainly developed with apartment buildings.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal corrects a technical error on the Future Land Use Map and supports Comp Plan language pertaining to retention of stable low to moderate density residential areas.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 190

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 1

Address related information: Florida and Georgia Area is centered around the south side of Florida Ave/U St NW. From 7th St NW to the east, to Vermont Ave NW to the west Square 361, 393 and 416

Element affected: Land Use Map

Existing text or map designation: Mix of designations, but portions of Squares 361, 393, and 416 have much lower designations (low to mod density mixed use or moderate density residential) than area plans or zoning would anticipate.

Proposed amendment: Moderate and/or medium density mixed use, depending on the exact location.

Rationale: Inconsistent with intended land use patterns and the approved DUKE Small Area Plan. Better facilitate appropriate (re)development on specific sites within this area; provide greater consistency between Comp Plan, small area plan, and zoning.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to the Future Land Use Map that reflects the Council-approved DUKE small area plan.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 191

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 8

Address related information: Former Congress Heights School Raleigh Place SE to the north, 7th St SE to the east, Alabama Ave SE to the south and Randle Place SE to the west

Element affected: Land Use Map

Existing text or map designation: Institutional (consistent with the former use)

Proposed amendment: Moderate density mixed use commercial / residential

Rationale: Former public school site; designation would provide more appropriate direction for re-use. Would not limit ability of another school or institutional use from locating in the building or on the site. Provide more flexibility regarding long term development patterns on this site, and direction to any decision-making body such as the Zoning Commission.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to the Future Land Use Map that reflects new policy on the adaptive reuse of District-owned facilities.

Tracking Number: 192

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 5

Address related information: Fringe Parking Lot in Ward 5 Corner of Michigan Ave NE and Irving St NE Square 3499

Element affected: Land Use Map

Existing text or map designation: Federal

Proposed amendment: Mixed Medium density residential / moderate density commercial

Rationale: Jurisdiction of the site has been transferred to the District, and a PUD application is currently in place to consider a mixed use development on this site - it is not under Federal use.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal establishes zoning for a site no longer under Federal jurisdiction; the proposed designation is consistent with submitted PUD and proposed zoning.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 193

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 1

Address related information: 1925 Vermont Ave NW

Element affected: Land Use Map/ Educational Facilities

Existing text or map designation: Moderate Density Residential

Proposed amendment: Mixed Use Moderate Density Residential/Moderate Density Commercial

**Rationale:** Grimke School is currently used as office space for DC Government. DMPED recently solicited a RFP for the redevelopment of Grimke School. As a result, a mixed-use designation might be needed in the redevelopment of the school. The proposed change is for consistency with the District's current policy and planning priorities for the adaptive re-use of schools. This is in line with policies and actions listed in Educational Facilities (Chapter 12).

**Recommendation:** The amendment proposal is recommended for Council approval

**Justification:** The amendment proposal is a change to the Future Land Use Map that reflects new policy on the adaptive reuse of District-owned facilities.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 194

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 5

Address related information: Harewood Rd Taylor St NE to the north, John McCormack Rd NE to the east, Michigan Ave NE to the south and Harewood Rd NE to the west

Element affected: Policy Map

Existing text or map designation: Institutional

Proposed amendment: The current map designation is institutional with a label showing it as Armed Forces Retirement Home East. This location is correctly identified as institutional as it is the Catholic University of America and not Armed Forces Retirement Home East. The exact location of the east parcel is bound by North Capitol Street, Irving Street, Michigan Avenue, Harewood Road and Scale Gate Road. This parcel is now owned by the Catholic University of America. the former owner was the Armed Forces Retirement Home.

Rationale: The current map is confusing and provides no label for Catholic University, and incorrect information regarding the property ownership. The proposed change will correct the existing error on the Generalized Policy map.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal corrects a map error. The proposed change will correct the existing error on the Generalized Policy Map. This is not a change in the land use designation; merely clarifying location and ownership.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 195

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 6

Address related information: 335 8th St SE

Element affected: Land Use Map/ Educational Facilities

Existing text or map designation: Local Public Facilities

Proposed amendment: Mixed Use Moderate Density Residential/Moderate Density Commercial

**Rationale:** Hine School is currently vacant. DMPED recently solicited a RFP for its re-use. A moderate density residential/moderate density commercial mixed-use designation might be needed in the redevelopment of the school. The proposed change is for consistency with the District's current policy and planning priorities for the adaptive re-use of schools. It will renovate a public facility in the historic Eastern Market neighborhood and bring increased amenities to Capitol Hill.

**Recommendation:** The amendment proposal is recommended for Council approval

**Justification:** The amendment proposal is a change to the Future Land Use Map that reflects new policy on the adaptive reuse of District-owned facilities.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 196

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 5

Address related information: 33 P St NW

Element affected: Land Use Map/ Educational Facilities

Existing text or map designation: Moderate Density Residential

Proposed amendment: Mixed Use Moderate Density Residential/Moderate Density Commercial

**Rationale:** Langston School is currently vacant. DMPED recently solicited a RFP for its adaptive re-use. A moderate density residential/moderate density commercial mixed-use designation might be needed in the redevelopment of the school. The proposed change is for consistency with the District's current policy and planning priorities for the adaptive re-use of schools. It will renovate a public facility and bring increased amenities to the surrounding neighborhood. This is in line with policies and actions listed in Educational Facilities (Chapter 12).

**Recommendation:** The amendment proposal is recommended for Council approval

**Justification:** The amendment proposal is a change to the Future Land Use Map that reflects new policy on the adaptive reuse of District-owned facilities.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 197

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 6

Address related information: Maryland Ave and Benning Rd NE Corner of 15th St NE, Benning Rd NE and Maryland Ave NE (Starburst Intersection) Square 4509, 1027, 1049 and 1050

Element affected: Land Use Map

Existing text or map designation: Moderate density residential

Proposed amendment: Square 4509 (C2B zoned portion developed with an apartment building) - mixed medium density commercial / residential Squares 1027, 1049, and 1050 (C3A zoned portions developed with a mix of residential and commercial uses) - mixed moderate density residential/ low density commercial

Rationale: Current designations appear to be inconsistent with existing land use patterns. Does not appear to be language on the Comp Plan to support these inconsistencies. Provide more certainty regarding long term development patterns and redevelopment potential on these sites.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The proposed amendment is a correction of an error and is designed to ensure consistency between the Future Land Use Map and the Generalized Policy Map. The proposed amendment is also consistent with H Street and Benning Road Corridor Small Area Plans.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 198

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 5

Address related information: 27 O St NW

Element affected: Land Use Map/ Educational Facilities

Existing text or map designation: Moderate Density Residential

Proposed amendment: Mixed Use Moderate Density Residential/Moderate Density Commercial

**Rationale:** MM Washington School is currently vacant. DMPED recently solicited a RFP for its adaptive re-use. A moderate density residential and commercial as well as mixed-use designation might be needed in the redevelopment of the school. The proposed change is for consistency with the District's current policy and planning priorities for the adaptive re-use of schools. It will renovate a public facility and bring increased amenities to the surrounding neighborhood. This is in line with policies and actions listed in Educational Facilities (Chapter 12).

**Recommendation:** The amendment proposal is recommended for Council approval

**Justification:** The amendment proposal is a change to the Future Land Use Map that reflects new policy on the adaptive reuse of District-owned facilities.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 199

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 5

Address related information: Monroe St NE between 7th and Kearney Sts and Michigan Ave NE Square 3656, Lot 0800 and Sq 3655, Lot 0001

Element affected: Land Use Map

Existing text or map designation: Institution

Proposed amendment: Mixed Use Moderate Density Residential and Moderate Density Commercial

Rationale: This block of Monroe Street, NE is underutilized. The Brookland Small Area Plan recommends a moderate density mix of uses along Monroe St west of the WMATA/CSX tracks, with community serving retail, residential and cultural and public spaces..

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to the Future Land Use Map that reflects the Brookland/CUA Metro Station Small Area Plan, approved by Council in March 2009.

Tracking Number: 200

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 7

Address related information: Nannie Helen Burroughs and Minnesota Ave NE 4200-4279 Nannie Helen Burroughs Ave NE and 4256-4282 Minnesota Ave NE

Element affected: Land Use Map

Existing text or map designation: Low Density Commercial

Proposed amendment: Mixed Use/Low Density Commercial/Moderate Density Residential

Rationale: Deanwood Strategic Development Plan calls for "new moderate-density multifamily residences with ground floor retail". This corner is the gateway into the Deanwood neighborhood and will serve as the "informal" beginning of NHB, a "Great Street".

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to the Future Land Use Map that reflects the Council-approved Deanwood Strategic Development Plan.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number:

Applicant:

Text or Map:

Ward location(#)/Citywide(CW):

Address related information:

Element affected:

Existing text or map designation:

Proposed amendment:

Rationale:

Recommendation:

Justification:



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 202

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 4

Address related information: 5200 2nd St NW

Element affected: Land Use Map/ Educational Facilities

Existing text or map designation: Local Public Facilities

Proposed amendment: Moderate Density Residential

**Rationale:** Rudolph School is currently vacant. DMPED recently solicited a RFP for its adaptive re-use. The proposed change is for consistency with the District's current policy and planning priorities for the adaptive re-use of schools. It will renovate a public facility and bring increased amenities to the surrounding neighborhood. This is in line with policies and actions listed in Educational Facilities (Chapter 12).

**Recommendation:** The amendment proposal is recommended for Council approval

**Justification:** The amendment proposal is a change to the Future Land Use Map that reflects new policy on the adaptive reuse of District-owned facilities.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number:

Applicant:

Text or Map:

Ward location(#)/Citywide(CW):

Address related information:

Element affected:

Existing text or map designation:

Proposed amendment:

Rationale: Slater School is currently vacant. DMPED recently solicited a RFP for its adaptive re-use. A moderate density residential/moderate density commercial mixed-use designation might be needed in the redevelopment of the school. The proposed change is for consistency with the District's current policy and planning priorities for the adaptive re-use of schools. It will renovate a public facility and bring increased amenities to the surrounding neighborhood. This is in line with policies and actions listed in Educational Facilities (Chapter 12).

Recommendation:

Justification:



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: **204**

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 5

Address related information: South of Kearney St between 8th St NE and WMATA/CSX tracks Kearney St NE to the north, 9th St NE to the east, Franklin St NE to the south and 8th St NE to the west

Element affected: Land Use Map

Existing text or map designation: Production, Distribution and Repair

Proposed amendment: Moderate Density Residential/Low Density Commercial

Rationale: The Brookland SAP recommends this land use to complement the existing built development within the neighborhood.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to the Future Land Use Map that reflects the Brookland/CUA Metro Station Small Area Plan, approved by Council in March 2009.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 205

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 6

Address related information: Squares 770 and 771, Southeast Federal Center (SEFC) site M St SE to the north, 4th St SE to the east, Tingey St SE to the south and New Jersey Ave SE to the west Square 770, 771

Element affected: Land Use Map

Existing text or map designation: Mix of designations within the SEFC, but the high density mixed use designated area should include Squares 770 (USDOT building, designated "Federal") and 771(part of SEFC, designated "park").

Proposed amendment: High density mixed use residential / commercial, consistent with the designation for the remainder of the SEFC development area.

Rationale: Inconsistent with existing land use pattern and intended development patterns as approved in the SEFC and USDOT zoning actions. Square 770 - is a private building zoned CR with USDOT as the tenant, so the proposed designation would better indicates long term use pattern. Square 771 - Zoning and planning anticipate high density mixed use development, so the proposed change provides more accurate description to public of pending development program.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal corrects a map error. It provides consistency with approved plans for the SE Federal Center.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 206

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 3

Address related information: Square 1417, west side of Mac Arthur Boulevard Mac Arthur Blvd NW to the north, Edmunds Place NW to the east, Sherier Place NW to the south and Arizona Ave NW to the west Square 1417

Element affected: Land Use Map

Existing text or map designation: Low density residential

Proposed amendment: Low density mixed residential / commercial

Rationale: Somewhat inconsistent with existing land use pattern - mix of small scale retail and residential. Area is currently zoned C1 (low density commercial mixed) and R1B (low density residential), and is generally at the intersection of two relatively busy streets. Would better reflect existing land use pattern on a street with some small scale retail. However, favorable consideration of the proposed change by the local ANC should be a prerequisite to this change.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The owner failed to gain community support and the favorable resolution of support from the affected ANC. The property owner is encouraged to seek relief through normal channels via the Zoning Commission.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number:

Applicant:

Text or Map:

Ward location(#)/Citywide(CW):

Address related information:

Element affected:

Existing text or map designation:

Proposed amendment:

Rationale:

Recommendation:

Justification:



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: **208**

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 8

Address related information: St E's-East Campus Suitland Pkwy SE to the north, Alabama Ave SE to the east, Malcolm X Ave SE to the south and Martin Luther King Jr Ave to the west

Element affected: Land Use Map

Existing text or map designation: Medium-density commercial/medium-density residential; low-density commercial/local public facilities/medium-density residential; moderate-density commercial/medium-density residential; institutional

Proposed amendment: Medium-density commercial/medium-density residential; low-density commercial/medium-density residential/local public facilities; moderate-density commercial/medium density residential

Rationale: To conform with recommendations set forth within the approved Small Area Plan for Saint Elizabeths. It incorporates community preferences set forth within the planning process

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to the Future Land Use Map that reflects the Council-approved Saint Elizabeths East Campus Framework Plan.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 209

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Environment E-2.2.8

Existing text or map designation: Policy E-2.2.8: Conserving Energy Through Rate StructureContinue to propose rate changes that encourage the efficient use of energy resources. Economic incentives and disincentives should vary based on the different classes of ratepayers, and should contribute to the economic viability of alternative energy sources. 610.11

Proposed amendment: Policy E-2.2.8: Conserving Energy Through Rate StructureContinue to propose rate changes that encourage the efficient use of energy resources. Economic incentives and disincentives should vary based on the different classes of ratepayers, and should contribute to the economic viability of alternative energy sources. Allow customers to retain 100% of the Renewable Energy Credits created by their systems, as opposed to dual-ownership with the utility. Remove any and all tariffs on energy generated onsite. Clarify billing procedures (such as the inability to measure negative meter readings) and rollover status of excess generation.

Rationale: This addition is needed to address future access to solar energy. Issue is not currently addressed in the Comp Plan but reflects current practices or policies with State, local or Federal government agencies that encourage the creation of more clean energy.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is not appropriate for this Amendment cycle because it addresses issues such as regulating fees, tariffs, and billing.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 210

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Environment E-2.2.4

Existing text or map designation: N/A (new policy)

Proposed amendment: Proposed New Policy: E-2.2.4.B: Solar Access. The District must establish clear mechanisms to ensure continued availability of and access to unobstructed, direct sunlight for distributed energy generators and passive solar homes relying on the sun as a primary energy source. Solar access ordinances must be developed to include guidelines requiring proper street and rooftop orientation, zoning ordinances containing building height restrictions, and clear requirements for solar permitting.

Rationale: This new policy is needed to address future access to solar energy. Issue is not currently addressed in the Comp Plan but reflects current practices or policies with State, local or Federal government agencies that encourage the creation of more clean energy. The proposed policy change helps the District achieve existing goals not in the Comp Plan but included in recent environmental laws.

Recommendation: The amendment proposal is recommended for Council approval with modifications

Justification: The amendment proposal is a change to existing policy wording that reflects new sustainability initiatives currently underway and recently enacted environmental laws. The amendment proposal wording should be included in E-2.2.4, and modified as "A key goal is the continued availability of and access to unobstructed, direct sunlight for distributed energy generators and passive solar homes relying on the sun as a primary energy source."



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 211

Applicant: OP-DHCD

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Housing H-1.2.1

Existing text or map designation: N/A (new action)

Proposed amendment: Proposed New Action: Give funding priority to sites for affordable housing that are in neighborhoods with high quality transit (TOD).

Rationale: Lower income households are even more dependent on bus service than metro service. Currently Notices of Funding Availability do target certain neighborhoods including Great Streets, but most of targeting did not consider pedestrian or transit access when they were selected.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is already addressed in LU-1.3.3, Housing Around Metrorail Stations. The amendment proposal does not make a substantive difference in policy application.

Tracking Number: 212

Applicant: OP-DHCD

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Housing H-4.2.E

Existing text or map designation: N/A (new action)

Proposed amendment: Proposed New Action: Identify and target for incentives neighborhoods where there are large concentrations of seniors living alone.

Rationale: The Plan currently articulates creating housing choices that meet senior needs such as smaller apartment, retirement communities, assisted living or congregate care facilities, but to date no studies have focused on where there are large concentrations of seniors in the first place.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because it is already addressed in H-4.2.2, H-4.2.3, and H-4.2.B. Additionally, determining the large concentration areas of seniors can be conducted using GIS.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 213

Applicant: OP-DHCD

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Table 5.4 Major Housing Programs in the District

Existing text or map designation: N/A (table)

Proposed amendment: Table 5.4 needs to be updated. For DHCD, updates include: remove Apartment Improvement Program (not currently operational); add Lead Safe Washington Program; add Home Purchase Assistance Program (HPAP); Home Again Initiative is now part of Property Acquisition and Disposition Division (PADD) here at DHCD (remove from DMPED); add Inclusionary Zoning (IZ) and Affordable Dwelling Units (ADU); add (Tenant) First Right Purchase Assistance Program, and Tenant Purchase Technical Assistance Program; and Site Acquisition Funding Initiative (SAFI).

Rationale: Not provided

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined that the amendment proposal was not appropriate because Table 5.4 represents information/data from 2006. These changes can be noted in the annual Progress Report and in the the next major update/revision of the Comp Plan.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 214

Applicant: OP-DHCD

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: HousingH-3.2.C Action

Existing text or map designation: N/A (new action)

Proposed amendment: Proposed New Action: Action H-3.2.C: Review private sector lending practices for their impact on the stability of neighborhoods.

Rationale: H-3 states that "redlining" and other unfair lending practices makes it more difficult to secure home loans, but there are no policy or action statements and the section does not go on to discuss the affect of lending practices on neighborhood stability. Government agencies partnered with private sector lenders and nonprofits to expand the annual Homeownership Expo to include educational forums and counseling opportunities. The District should continue these efforts, along with a continuing review of where sub prime lending occurs on a neighborhood level.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a new action that reflects current policy/conditions and makes a substantive difference in policy application.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 215

Applicant: OP-DHCD

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: HousingH-1.4.F Action

Existing text or map designation: N/A (new action)

Proposed amendment: Proposed New Action: Action H-1.4.F: Define and track sub-prime lending practices in the District as part of an early warning neighborhood system.

Rationale: H-3 states that "redlining" and other unfair lending practices makes it more difficult to secure home loans, but there are no policy or action statements and the section does not go on to discuss the affect of lending practices on neighborhood stability. Government agencies partnered with private sector lenders and nonprofits to expand the annual Homeownership Expo to include educational forums and counseling opportunities. The District should continue these efforts, along with a continuing review of where sub prime lending occurs on a neighborhood level.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The amendment proposal is addressed by Amendment Proposal #214.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 216

Applicant: OP-DHCD

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: HousingH-3.1.H Action

Existing text or map designation: N/A (new action)

Proposed amendment: Proposed New Action: Action H-3.1.H: Develop public-private partnerships to raise awareness of foreclosure prevention efforts, and to offer assistance to households facing foreclosure.

Rationale: H-3 states that "redlining" and other unfair lending practices makes it more difficult to secure home loans, but there are no policy or action statements and the section does not go on to discuss the affect of lending practices on neighborhood stability. Government agencies partnered with private sector lenders and nonprofits to expand the annual Homeownership Expo to include educational forums and counseling opportunities. The District should continue these efforts, along with a continuing review of where sub prime lending occurs on a neighborhood level.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment is a new action that supports a new policy initiative.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 217

Applicant: Square 369 Hotel Associates, LLC/Marriott

Text or Map: T

Ward location(#)/Citywide(CW): 2

Element affected: CW 1.1.10

Existing text or map designation: Policy CW-1.1.10: Central Washington Hotels and Hospitality Services. Encourage the development of additional hotels in Central Washington, especially in the areas around the new Convention Center and Gallery Place, along Pennsylvania Avenue NW and Massachusetts Avenue NW, in the Thomas Circle area, and in the area east of Third Street NW. A range of hotel types, including moderately priced hotels, and hotels oriented to family travelers as well as business travelers, should be encouraged. Hotels generate jobs for District residents and revenues for the general fund and should be granted incentives when necessary. Retain existing hotel uses by allowing and encouraging the expansion of those uses, including the addition of one floor, approximately 16 feet in height subject to coordination with federal security needs, to the Hay-Adams Hotel. 1608.11

Proposed amendment: Add the following sentence: Hotel developments may include supportive uses such as office, retail and service uses, to support the operations of hotels and to underwrite the cost of constructing hotels.

Rationale: This policy provides support for construction of hotels in Central Washington and in the immediate vicinity of the Convention Center. What is missing from the sections is the notion that retail and offices use can and in some cases must be used to provide the financial support necessary to underwrite the construction and operation of new hotels. The change would support underwriting construction of new hotels by using funds generated by construction of private office and retail space. The need for more hotel rooms at a variety of price points would serve the community and the general public.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined the amendment proposal was not appropriate because it is beyond the scope of this Amendment cycle.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 218

Applicant: Square 369 Hotel Associates, LLC/Marriott

Text or Map: T

Ward location(#)/Citywide(CW): 2

Element affected: CW 2.4.3

Existing text or map designation: Policy CW-2.4.3: Convention Center Area Land Uses. Encourage land uses around Mount Vernon Square which capitalize on the presence of the Washington Convention Center. Such uses include hotels, restaurants, retail, and entertainment uses. Convention-related hotel construction should be focused on vacant or underutilized land immediately adjacent to the Convention Center to minimize impacts on the surrounding neighborhood. 1614.8

Proposed amendment: Add the following sentence: Hotel developments may include supportive uses such as office, retail and service uses, to support the operations of hotels and to and underwrite the cost of constructing hotels.

Rationale: This policy provides support for construction of hotels in Central Washington and in the immediate vicinity of the Convention Center. What is missing from the sections is the notion that retail and offices use can and in some cases must be used to provide the financial support necessary to underwrite the construction and operation of new hotels. The change would support underwriting construction of new hotels by using funds generated by construction of private office and retail space. The need for more hotel rooms at a variety of price points would serve the community and the general public.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined the amendment proposal was not appropriate because it is beyond the scope of this Amendment cycle.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 219

Applicant: Square 369 Hotel Associates, LLC/Marriott

Text or Map: M

Ward location(#)/Citywide(CW): 2

Address related information: Square 369, Convention Center M St NW to the north, 9th St NW to the east, L St NW to the south and 10th St NW to the west

Element affected: Land Use Map

Existing text or map designation: Mixed use high density commercial/high density residential

Proposed amendment: High density commercial

Rationale: The designation should be changed to allow the construction of additional hotel space to serve the Washington Convention Center. The size of the site and the economics of putting residential units into the mix make it impractical to proceed if residential is required. Based on information which the Office of Planning has provided as part of the analysis of Downtown regulations in the Zoning Revision Project, the goals for housing Downtown have already been met. There are already a substantial number of residential units (approximately 650) in the square.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: During the initial screening process, OP determined the amendment proposal was not appropriate because it is beyond the scope of this Amendment cycle.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 220

Applicant: Square 369 Hotel Associates, LLC/Marriott

Text or Map: M

Ward location(#)/Citywide(CW): 2

Address related information: Square 369, Convention Center M St NW to the north, 9th St NW to the east, L St NW to the south and 10th St NW to the west

Element affected: Land Use Map

Existing text or map designation: 9th Street frontage in southeast quadrant of the Square – Land Use Change Area L Street frontage: Neighborhood Conservation Area

Proposed amendment: Land Use Change Area

Rationale: The designation should be changed to allow the construction of additional hotel space to serve the Washington Convention Center. The subject site is split between two categories on the Generalized Policy Map. It would be most appropriate to show the site as entirely within the Land Use Change area, since the project involves construction over the entire site.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The current designations on the Future Land Use Map are correct: The 9th Street frontage of the southeast quadrant is "Land Use Change Area" and the L Street frontage of the southeast quadrant is "Neighborhood Conservation Area." The proposed hotel development is allowed in the existing Generalized Policy Map and Future Land Use Map designations.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: **221**

Applicant: Riverside Baptist Church

Text or Map: M

Ward location(#)/Citywide(CW): 6

Address related information: Square 472 Lot 127, Southeast side of 7th St between I St and Maine Ave SW known as 680 I St SW

Element affected: Land Use Map

Existing text or map designation: SE side of 7th St, SW btwn I St and Main Ave, SW - Square 472, lot 127      Moderate  
Density Residential

Proposed amendment: Medium Density Commercial

Rationale: Riverside Baptist proposes to redevelop its property to incorporate a new church facility as well as a medium density development. That redevelopment would be accomplished through the PUD process under the Zoning Regulations. Such a redevelopment would be consistent with the character of the area, which is now a combination of many different uses, heights and densities. The change to medium density commercial would be comparable to other office sites designated in the area, which include the Disabled American Veterans across 7th Street at 701 Maine Avenue and the comparable property at 800 9th Street.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: While there is no specific land use guidance from the SW Waterfront Small Area Plan for this site because it is outside the boundaries of the study area, the plan's maps/graphics show the subject site/building remaining as is. The submitter of the amendment proposal intends to submit a PUD application for the project.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 222

Applicant: The Wilkes Company

Text or Map: M

Ward location(#)/Citywide(CW): 6

Address related information: NW, SW and SE quadrants of the block bounded by M, N, 3rd and 4th Sts NE also known as Square 772, lots 1, 2, 19, 6, 7, 20, 21, 22, 800, 801 and 802

Element affected: Land Use Map

Existing text or map designation: Mixed use, medium density residential/production distribution and repair NW, SW and SE quadrants of block bounded by M, N, 3rd and 4th Sts, NE

Proposed amendment: Mixed use, medium density residential/production distribution and repair/medium density commercial

Rationale: The subject property is in the eastern sector of the NoMA Plan area. That portion of the Plan area is designated as Transition Area B, and it is described as "an area anchored by the Uline Arena where existing historic buildings and alley patterns are infused with new higher-density infill construction to create a mix of uses and a transition between the Florida Avenue Market, the Metrorail Station and the existing rowhouse neighborhoods." The existing mix on the Future Land Use Map omits a commercial component, which is contemplated and specifically encouraged by the NoMA Plan. Changing the designation as proposed herein will make it the same as the designation now applied to the Uline Arena property.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The NoMA Small Area Plan was approved by Council in May 2009. The site of the amendment proposal is currently designated as "mixed-use, medium density residential/production distribution and repair (PDR)" on the Future Land Use Map. Commercial uses are included in the definition of PDR. The site is subject of a current PUD proposal, and the existing land use designation supports the development project, as well as the goals of Transition Area B of the NoMA small area plan. Therefore, the amendment proposal is not necessary.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 223

Applicant: Tiber Creek Associates, L.P.

Text or Map: M

Ward location(#)/Citywide(CW): 6

Address related information: First St SW, Q St SW and 2nd St SW (the southern half of Square 601 adjacent to Q St SW) P St SW to the north, 1st St SW to the east, Q St SW to the south and 2nd St SW to the west Square 601

Element affected: Land Use Map

Existing text or map designation: Medium density residential

Proposed amendment: Mixed-use high density residential and high density commercial

**Rationale:** On January 7, 2005, the Zoning Commission adopted Z.C. Order No. 971, which created the Capital Gateway ("CG") Overlay District and rezoned numerous properties from Industrial Zone Districts (M, C-M) to mixed-use districts. The properties in the southern half of Square 601 were rezoned from C-M-2 to CG/CR, just as the squares to the south (all the way to V Street, SW) and to the east (all the way to S. Capitol Street, SW). The current Future Land Use Map includes the properties in the southern half of Square 601 (which were rezoned to CG/CR in 2005) in the medium density residential land use category. These properties should be included in the mixed-use high density residential and high density commercial land use category, which is more consistent with the CG/CR Zone District and is consistent with the current Future Land Use Map's designation for the properties to the south, which were also rezoned to CG/CR in ZC Order No. 971.

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The current zoning allows for medium-high density development.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: **224**

Applicant: Kilmurry Properties, LLC

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: New Policy

Existing text or map designation: N/A(new policy)

Proposed amendment: Proposed New Text: UNE 2.8: 12th Street Main Street Corridor and Retail Core. 12th Street, NE Between Michigan Avenue on the north and Rhode Island on the south is a traditional commercial area serving Brookland and surrounding neighborhoods. ....The core of commercial activity is presently focused on 12th Street between Michigan Avenue on the north and Lawrence Street on the south....Owing to Metros' use of the historic railroad right of way, Brookland's Metro Station is located in a former industrial area approximately two blocks west of 12th Street.

Rationale: The planning challenge.... is to harness the market generated by Metro station activity, creating growth in the area between the Station Area and the Retail Core....

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: This amendment proposal duplicates amendment tracking number #225. Therefore, only 1 amendment proposal(#225)is necessary.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 225

Applicant: Brookland Community Development Corporation/Lavinia Wohlfarth

Text or Map: T

Ward location(#)/Citywide(CW): 5

Element affected: New Policy

Existing text or map designation: N/A(new policy)

Proposed amendment: Proposed New Text: UNE 2.8: 12th Street Main Street Corridor and Retail Core. 12th Street, NE Between Michigan Avenue on the north and Rhode Island on the south is a traditional commercial area serving Brookland and surrounding neighborhoods. ....The core of commercial activity is presently focused on 12th Street between Michigan Avenue on the north and Lawrence Street on the south....Owing to Metros' use of the historic railroad right of way, Brookland's Metro Station is located in a former industrial area approximately two blocks west of 12th Street.

Rationale: The planning challenge.... is to harness the market generated by Metro station activity, creating growth in the area between the Station Area and the Retail Core....

Recommendation: The Amendment Proposal is NOT recommended for Council approval

Justification: The issues in the amendment proposal were addressed in the Brookland/CUA Metro Station Small Area Plan that was approved by Council in March 2009. During the initial screening process, OP determined that the amendment proposal was not appropriate since it is addressed in the small area plan.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 226

Applicant: DMPED

Text or Map: T

Ward location(#)/Citywide(CW): 3

Element affected: Rock Creek West RCW-1.1.2

Existing text or map designation: Given the strength of the private market within Rock Creek West, generally discourage public sector initiatives that would stimulate additional development in the area. Economic development and growth in this area can be achieved without the leveraging of public dollars that may be needed in other parts of the city.

Proposed amendment: Given the strength of the private market within Rock Creek West, carefully consider public sector initiatives that would stimulate additional development in the area. Replace generally discourage with carefully consider and delete the last sentence.

Rationale: The amendment proposal seeks to support the District's Comprehensive Housing Strategy and the recent HUD settlement agreement that promotes inclusive, diverse, and sustainable communities. The recent HUD settlement pertains to eligibility for Community Development Block Grant funds, and puts teeth in HUD's enforcement of a jurisdiction's certification of 'affirmatively furthering fair housing.' The original Comp Plan language would appear to potentially jeopardize city's CDBG funds.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to existing policy wording that makes a substantive difference. The amendment proposal supports the District's Comprehensive Housing Strategy and the recent HUD settlement agreement that promotes inclusive, diverse, and sustainable communities. The recent HUD settlement pertains to eligibility for Community Development Block Grant (CDBG) funds, and increases the effectiveness of HUD's enforcement of a jurisdiction's certification of 'affirmatively furthering fair housing.' The original Comp Plan language would appear to potentially jeopardize the city's CDBG funds.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 227

Applicant: DMPED

Text or Map: T

Ward location(#)/Citywide(CW): 1

Element affected: Mid-City Action MC-2.1B

Existing text or map designation: This should include not only the planned Howard Town Center site (with housing, retail, and structured parking), but additional medium-density housing development, civic space, cultural facilities and public open space on surrounding sites.

Proposed amendment: This should include not only the planned Howard Town Center site (with housing, retail, and structured parking), but additional medium- high density housing development, civic space, cultural facilities and public open space on surrounding sites.

Rationale: The amendment seeks to correct Comp Plan text and to align the text (medium-high density) with the current zoning for the area, which is CR.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal corrects an error in text. "Medium-high density" is consistent with the existing CR zoning category.

Tracking Number: 228

Applicant: DMPED

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Land Use LU-1.1.8, LU-1.1.5 and LU-1.1.C

Existing text or map designation: New policy and action item

Proposed amendment:



## Comprehensive Plan 2009 Amendment Cycle Recommendations

New Intro Paragraph In several parts of the central city, there is the potential to build over existing railway tracks and highways. These undeveloped “air rights” are the result of the interjection of massive transportation infrastructure after the establishment and development of the original city. The tracks and highways have created scars in the historic urban fabric that have left large areas of the center city divided and difficult to traverse. With substantial investment, these sites represent opportunities for development of housing, retail and commercial buildings, and for the re-connection of neighborhoods and the street grid. 304.11 Under Policy LU-1.1.5: Urban Mixed Use Neighborhoods add:6. Center Leg Freeway Air Rights 7. Union Station Air Rights New Policy LU-1.1.8: Re-knitting the City through Air-rights Support the development of air rights over rail tracks and highways. Where possible, streets should be reconnected and air rights development should be constructed at and measured from grade level consistent with adjacent land. When development at grade is not physically possible, air rights development should be measured from a point that provides for densities and height relatively commensurate with their zone district. Densities and heights should be sensitive to the surrounding neighborhoods and developments, and be sufficient to induce the necessary investment needed for such construction. New Action LU-1.1.C: Development of Air-rights Analyze the unique characteristics of the air rights development sites within the City. Determine appropriate zoning and means of measuring height for each unique site taking into consideration the ability to utilize zone densities, the size of the site, and the relationship of the potential development to the existing character of the surrounding areas.

**Rationale:** In several parts of the central city, there is the potential to build over existing railway tracks and highways. These undeveloped “air rights” are the result of the interjection of massive transportation infrastructure after the establishment and development of the original city. The tracks and highways have created scars in the historic urban fabric that have left large areas of the center city divided and difficult to traverse. With substantial investment, these sites represent opportunities for development of housing, retail and commercial buildings, and for the re-connection of neighborhoods and the street grid.

---

**Recommendation:** The amendment proposal is recommended for Council approval

**Justification:** The amendment proposal is a new policy initiative and corresponding new action that make a substantive difference in policy application (air rights development in several parts of the central city).



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 229

Applicant: DMPED

Text or Map: T

Ward location(#)/Citywide(CW): 6

Element affected: Capitol Hill CH-2.1.7

Existing text or map designation: The allowable height of any building constructed in the air rights should be measured from the existing grade of 1st street or 2nd street NE, rather than from the overpass.

Proposed amendment: On page 15-23, in Policy CH-2.1.7, strike/delete the following language: The allowable height of any building constructed in the air rights should be measured from the existing grade of 1st Street or 2nd Street NE, rather than from the overpass.

Rationale: The current language is too specific. The text as exists could limit the options for redevelopment of the air rights over the tracks. The area is specifically identified as a Land Use Change Area on the Generalized Policy Map and mixed use high and medium density on the Future Land Use Map. Deleting the sentence but including its issue within a broader policy and action statement on air rights 1) ensures the opportunity for full analyses and design considerations for construction over the railroad tracks; 2) fully recognizes the opportunity of Union Station as an intermodal link, and 3) provides for viable development opportunities with mixed use development as anticipated by the Future Land Use Map.

Recommendation: The amendment proposal is recommended for Council approval

Justification: During the final review process and collaboration with the National Capital Planning Commission, it was decided to not delete the current language in the Comp Plan, but to change it to read as follows: "The allowable height of any building constructed in the air rights should be measured consistent with the Height Act and relate positively to the surroundings with special attention to Union Station and other historic buildings, the Federal precincts on Capitol Hill, and existing neighborhoods to the east and west. Development must give special attention to the preservation and enhancement of and views to Union Station and its historic surroundings by ensuring the provision of exemplary architecture and encouraging upper story setbacks and minimized penthouses." The amendment proposal is a change to existing policy wording that makes a substantive difference.





## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 230

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): CW

Element affected: Transportation (Policy T-2.1.5)

Existing text or map designation: This issue is addressed through an Action, but no there is no Policy included in the Plan.

Proposed amendment: New Policy T-2.1.5: District Streetcar System. Expand transit options for District residents by developing a citywide streetcar system. Create a streetcar network that will connect neighborhoods and key destinations, and create walkable, amenity-rich and diverse communities along streetcar routes. Explore various value capture strategies to obtain private and other financial support for the construction and ongoing operation of streetcars. Action item T-2.1.A should be modified to state: "Develop transportation and land use plans to construct a network of new premium transit infrastructure, including bus rapid transit (BRT), and streetcar lines to provide travel options, better connect the city, improve surface-level public transportation, and encourage economic development. As needed, replace existing travel and/or parking lanes along selected major corridors with new transit services (streetcar, BRT, DC Circulator and Rapid Bus) to improve mobility within the city."

Rationale: The impacts of the proposed changes herein will be to develop a streetcar network for the District of Columbia.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The proposed amendment is technical correction. The proposed amendment reflects current streetcar policy and supports action item T-2.1.A in the Comprehensive Plan. The proposed amendment should read: "Policy T-2.1.5: District Streetcar System. Expand transit options for District residents by developing a citywide streetcar system. Create a streetcar network that will connect neighborhoods and key destinations, and create walkable, amenity-rich and diverse communities along streetcar routes. Explore various value capture strategies to obtain private and other financial support for the construction and ongoing operation of streetcars."



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 231

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 1

Address related information: Park Morton Housing Complex - Ward 1, Park Rd NW - Lamont Street NW- Warder Street- Georgia Avenue. Squares 3039, 3040, 3043.

Element affected: Future Land Use Map

Existing text or map designation: Moderate Density Residential

Proposed amendment: Medium Density Residential

Rationale: The proposed amendment conforms with recommendations set forth within the approved Small Area Plan for Park Morton Redevelopment, which is part of the New Communities Initiative.

Recommendation: The amendment proposal is recommended for Council approval

Justification: The amendment proposal is a change to the Future Land Use Map that reflects Park Morton Redevelopment Initiative Plan, which was approved by Council on 2-18-2008.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 232

Applicant: DCOP

Text or Map: T

Ward location(#)/Citywide(CW): 6

Element affected: Lower Anacostia Waterfront/Near Southwest

Existing text or map designation:

Illustrative sketches in the Southwest Waterfront Plan envision some 800 new residences, a large hotel, and more than 500,000 square feet of retail, office, cultural, and civic uses. New public gathering places will include an urban "Market Square" near the Fish Wharf, and a more passive CivicPark at the south end of the waterfront near M Street SW. Between these spaces will be a series of smaller plazas on the Washington Channel that mark the ends of local streets. The existing fish market will be retained in its present location and refurbished, with its low scale character maintained. Development of the park at the south end of the waterfront is contingent on a number of factors, including relocation of the tour boat terminals and surface parking to a new location further north on the Channel. Until this can be accomplished, the existing terminals will be supported in their current location. Even though the Future Land Use Map designates the location of the tour boat terminals and their surface parking as Mixed Use Low Density Commercial and Parks, Recreation, and Open Space, the existing low density commercial use and zoning would not be inconsistent with this map designation.

Proposed amendment:

Add new text to passage on page 19-16 that reflects current market conditions and reflects current policy that supports sustainable development. ADD the following text as the new first sentence to paragraph: 'While the Plan provides important guidance, the specific development square footage and housing unit targets should be interpreted as illustrative as they were developed in 2003 under different market conditions. Final development plans for the Southwest Waterfront should respond to the guidance of the Plan, as well as new policies that support sustainable and compact development that is less dependent upon vehicular modes of transportation'. DELETE the following words from the existing first sentence that begins with 'Illustrative: 'some 800', 'more than 500,000 square feet of'. ADD to Policy AW-2.1.1 on page 19-17 the following text as the new second sentence: 'Although the Future Land Use Map shows high density development, it is expected that the project capitalize on height opportunities at a medium development density in order to appropriately transition to the scale of surrounding neighborhoods.' The last sentence should be amended to say the following: 'The development should also be designed to make the most of the waterfront location, preserving views and enhancing access to and along the shoreline.'

Rationale:

Proposed language is a technical clarification in the language of the existing text. Proposed change clarifies illustrative character of specific development recommendations in the SW Waterfront Plan and ensures consistency with current policy and the Future Land Use Map. Proposed change ensures that the scale of future development provides an appropriate transition to the surrounding neighborhood.

Recommendation: The amendment proposal is recommended for Council approval

Justification:

The amendment proposal is recommended for approval by Council and provides consistency between current policy and the Future Land Use Map related to development of the Southwest Waterfront.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 233

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 8

Address related information: Commercially zoned lots along South Capitol Street SE from Martin Luther King Jr. Ave SW split (north) to Chesapeake St SE (south)

Element affected:

Existing text or map designation: Low density commercial

Proposed amendment: Add moderate density residential strips to the low density commercial

**Rationale:** The map change would attract a mixture of commercial and residential development in the C-2-A zone. The proposed map changes would benefit the community through enhanced commercial and housing opportunities. The site is centrally located with high visibility and good access to the surrounding neighborhood, as well as regional transportation connections (I-495, I-295, etc). It site is composed of multiple parcels totaling over 7 acres of land. Much of the current site has an older low-density strip mall configuration with surface parking. The current retail mix of the shopping center does not adequately meet the needs of Bellevue residents. The reconfiguration or redevelopment of this area could provide for a mix of uses that benefits both residents and commuters alike.

**Recommendation:** The amendment proposal is recommended for Council approval

**Justification:** The amendment proposal is a change to the Future Land Use Map that reflects the recommendation of the Bellevue Small Area Plan, approved by Council in March 2010.



## Comprehensive Plan 2009 Amendment Cycle Recommendations

Tracking Number: 234

Applicant: DCOP

Text or Map: M

Ward location(#)/Citywide(CW): 8

Address related information: Commercially zoned lots along the intersection of South Capitol Street SE and Southern Avenue SE

Element affected:

Existing text or map designation: low density commercial

Proposed amendment: Medium density commercial and moderate density residential mixed use

**Rationale:** The map change would attract a mixture of commercial and residential development in the C-3-A zone. The proposed map changes would benefit the community through enhanced commercial and housing opportunities. The roughly 5.5 acre area currently has development characteristics of the low-density strip commercial development in Prince George's County located across the Maryland border. A market analysis identified demand for up to 20,000 square feet of new retail space in the near-term and an additional 10,000 square feet of new retail in the mid-term. Long-term development potential suggests the ability to accommodate up to an additional 50,000 square feet of new retail, 100 units of rental-residential and 150 units of for-sale residential.

**Recommendation:** The amendment proposal is recommended for Council approval

**Justification:** The amendment proposal is a change to the Future Land Use Map that reflects the recommendation of the Bellevue Small Area Plan, approved by Council in March 2010.